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Vol. 22, No. 7 JANUARY 1980

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

GOVERNMENTAL LIBRARY
FEB 1980
UNIVERSITY OF CALIFORNIA

Purchase agreement Signals new facility

It is a pleasure to write a letter regarding your driver, *Warren Miller.*

Very recently we were put in a position of needing competent help in instruction (in use of) a piece of technical equipment. I contacted Mr. Miller who assumed the responsibility of putting together a block of instructions which I and my staff found to be well prepared and delivered in a professional manner.

Mr. Miller has the ability to put across material that not only is clear to the recipient but makes the recipient enthusiastic over the subject matter.

Captain Harry A. Derum
Coroner Division Commander
Office of Sheriff-Coroner
Contra Costa County
Martinez

* * *

My question concerns AC's policy regarding use of the tickets obtained at BART stations for your commuter bus service. Specifically, are these tickets also honored by drivers at intermediate stops along the feeder routes, or only at the BART terminals themselves?

K.W. Chester
Moraga

(Ed. Note: BART transfer tickets are valid when surrendered at the station of issue or at nearest regular bus stop on the line of acceptance. Transfers from BART 12th and 19th Street Stations are honored in the Downtown Oakland business district. BART express coach transfers are valid when presented at established BART Express Coach stops or at the nearest bus stop on the line of acceptance.)

Our 'Stockholders' Write

I ride the E Claremont Line daily to and from San Francisco. My commute, although sometimes overcrowded, is excellent.

Recently, however, I was aboard a bus that, according to my watch, left early, leaving three people running to get aboard. Several passengers brought their plight to the attention of the driver who, I'm sorry to have to report, was extremely rude. He yelled at several passengers and was not going to stop for the runners. At that time of night, the next bus would take an hour.

I'm sure that the drivers' jobs are frustrating. Sometimes conditions are overcrowded, but our bus had seats available. I believe that the driver's actions and rudeness were out of line.

I hope that some counseling and possible disciplinary measures are taken in this case.

Donald Pauli
Oakland

(Ed. Note: We sincerely regret occurrence of incidents such as the one you have described. As is our practice, the Transportation Department will investigate and take whatever corrective action is deemed appropriate.)

* * *

We wish to tell you (*Mike Curry,* Marketing) how much we appreciate and thank you for obtaining the Christmas bus for us. We enjoyed our trip to work that day so very much. It was our Christmas party and got our Christmas season off to a wonderful start.

Thank you again for the pleasant Christmas gift from AC Transit.

Signed by 13 riders
BART Express, Martinez

Fifth division to rise in Concord

AC Transit's largest facility will be built on 15 acres at the intersection of Highway 4 and Port Chicago Highway in Central Contra Costa County.

The new bus yard, made official by contract signing ceremonies at Contra Costa County Supervisor Robert I. Schroder's office this month, ultimately will be home base for up to 250 AC Transit buses.

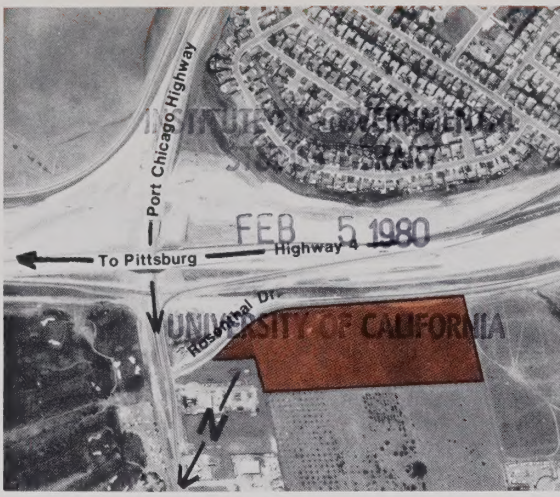
The $1.2 million parcel, at the northwest corner where the two highways intersect, will become AC Transit's fifth operational yard. It will be the first new division location since Newark, which opened in Southern Alameda County in 1975. The Concord site is two and one-half acres larger than Seminary Division.

Buses are expected to begin using the Concord site around mid-year.

"This is a big step for AC Transit and the residents of Contra Costa County," commented William E. Berk, President of the Board of Directors. "It is definite proof of the commitment to improve public transit for people in the area."

The purchase, from Systech Financial Corp. of Walnut Creek, was funded by state Transportation Development Act monies through the assistance of the Metropolitan Transportation Commission, including Commissioners Schroder and Richard A. LaPointe, who represent Contra Costa on the regional planning board.

COVER BOX — In an early-January ceremony, AC Transit Board of Directors President William E. Berk, seated, affixed his signature to an agreement to purchase 15 acres of land for a new maintenance facility and bus yard in the City of Concord. Present at the signing were, left to right, Concord Vice Mayor June Bulman, AC Transit General Manager Robert E. Nisbet and Contra Costa County Supervisor Robert I. Schroder, who also serves as chairman of the Central Contra Costa County Public Transit Study.



Martinez route to come With service agreement

Development of local bus service for the City of Martinez was approved by AC Transit Directors last month.

The new local bus route will be operated in addition to current Line M and Line D BART express service in the Martinez area, providing stops in areas of the city not now served by transit.

This new route will operate from downtown Martinez to a terminal near Hidden Valley School. Enroute, the buses would make transfer connections with both Line M and Line D BART Express service.

As proposed, service initially would be operated weekdays with a 30-minute interval between buses between 5:30 a.m. and 7:30 p.m. Fares for adult riders would be 25 cents, with senior citizens and handicapped persons paying 10 cents per ride during off-peak hours. The new service could be in operation by mid-1980, but an exact start-up date is still to be announced.

AC Transit will operate this line under contract with Martinez, which will establish route, fare structure and levels of service.

MTC hears plan for massive up-grading

A massive $200-million proposal for facilities and equipment was unveiled on January 11 to the Metropolitan Transportation Commission's Work Program and Plan Revision Committee. The comprehensive plan covers replacement or upgrading of existing equipment and facilities and other improvements to meet needs through the 1980's.

Included in AC Transit's request are major changes and renovations to current locations for bus maintenance and operations. The plan includes:

- Development of a new central maintenance facility for handling heavy work on all vehicles. The site would be used, additionally, as a central stores location.
- Purchase and development of a new operating division in Contra Costa County, already underway with the signing of a purchase agreement for land at the corner of Highway 4 and Port Chicago Highway in Concord. (see story, Page 3)
- Upgrading of existing facilities in Richmond, Emeryville and East Oakland, with ultimate plans for creating a new division yard in East Oakland.
- Replacement of the Newark facility, with long-range plans for a new Southern Alameda County division yard.

New buses

With 43 percent of the bus system's current fleet over 15 years of age, the proposal calls for 535 new buses during the coming five years with appropriate support, service and supervisory vehicles. The new buses will have wheelchair accessibility.

Also included in the capital plan are requests for fare boxes, shop tools, passenger benches, bus stop signs and poles, and office equipment, as well as a one-million dollar computerized vehicle monitoring system.

The proposal before the MTC incorporates three previous projections of AC Transit needs: the "5-year Transit Development Program" (TDP), the "Transportation System Management Element" (TSME), and the "Master Plan of Bus Maintenance, Service, Garage and other Facilities."

To full MTC

If approved by the MTC Work Program and Plan Revision Committee, the entire proposal would be presented to the full Metropolitan Transportation Commission for consideration.

In assessing the proposal, William E. Berk, President of the Board of Directors, said, "We are seeking approval of an urgently needed program to meet the requirements of providing good public transportation during the coming years."

AC Transit currently operates bus service in more than 600 square miles of Alameda and Contra Costa County and also into San Francisco.

Board names William Berk, Roy Nakadegawa officers

Richmond businessman William E. Berk has been selected to serve a second one-year term as president of the AC Transit Board of Directors.

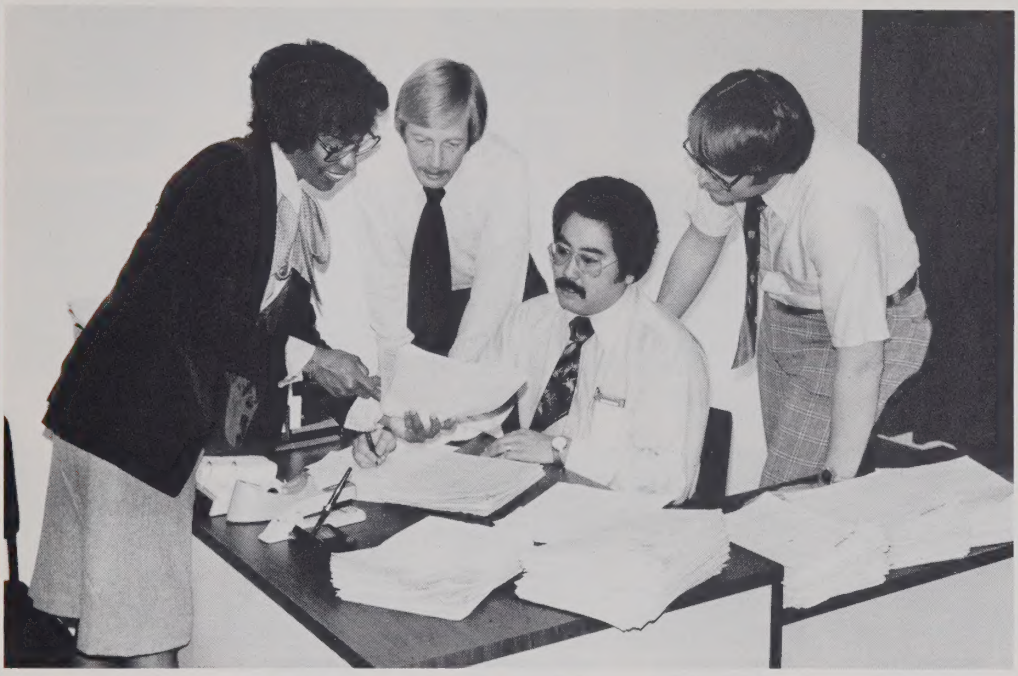
Berk was chosen by fellow board members at their January 9 meeting to guide AC Transit's policy-setting body during the current year.

He was first appointed to the transit district board of directors in 1961 and served as president of that group in 1969, 1970 and 1979.

Named to another term as vice-president of the board was Roy Nakadegawa of Berkeley, a civil engineer for the City of Richmond. Nakadegawa was first elected to the board in 1972.

The elections took place at the first regularly scheduled meeting of directors in 1980.

Employees added to meet demands



PAPER-WORK BLIZZARD — Personnel Analysts confer on some of the thousands of employment applications received during the District's current build-up in drivers and other entry-level job categories. Shown are (left to right) Donna Pate, Jim Albright, Wayne Onizuka, and Curt Goodenough.

NEW FEATURE — Transit-Times will vary its standard format upon occasion to present a one-subject supplement of at least four pages inserted in a regular issue. This first issue-plus-supplement stems from the upsurge in hiring, adding more new employees than can comfortably be pictured in an eight-page issue. With demand for bus service on the increase and District activities reflecting that increase, future supplements will center on subjects judged to be of particular interest to employees and to the followers of public transit who comprise our external mailing list.

The major increase in demand for bus service experienced in recent months has resulted in a concerted effort by Personnel Department to augment District manpower.

Systemwide, ridership was up significantly during much of 1979 — a result of skyrocketing gasoline prices and disruptions of BART train service.

The greatest impact on AC Transit buses was in the transbay commute service: up to 70,000 passenger trips a day were registered in mid-November, compared to less than 40,000 trips a day exactly one year earlier.

Responding to this increased need to provide service, the District is employing substantial numbers of new bus drivers. And additional maintenance personnel are being hired and trained to keep the District's more than 800 buses on the road.

Personnel Department's immediate goal is to bring manpower in all District departments up to authorized and necessary levels.

New Employees

David Alport
Transportation
Emeryville

Rafael Alvarenga
Transportation
Emeryville

Jimmy Anderson
Transportation
Emeryville

Larry Aragon
Transportation
Seminary

Brenda Ayers
Transportation
Richmond

Dorothy Barrie
Transportation
Richmond

Valerie Batieste
Transportation
Richmond

Randy Bernstine
Transportation
Richmond

James Bonds
Maintenance
Emeryville

Donne Bounthon
Transportation
Emeryville

Gregory Bridges
Maintenance
Seminary

Gordon Cheung
Transportation
Emeryville

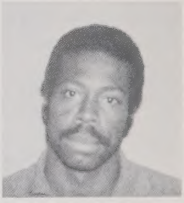
Hazel Cole
Transportation
Seminary

Veronica Collins
Transportation
Seminary

Burdette Connor
Maintenance
Emeryville

Kay Daniels
Transportation
Richmond

Lester Dixon
Transportation
Emeryville



Leonard Dyes
Transportation
Emeryville

John Edwards
Transportation
Richmond

Elreen Elliott
Transportation
Seminary

JoAnn Enright
Transportation
Seminary

Cecil Foster
PBX Information
Emeryville

Nicholas Fresquez
Transportation
Seminary

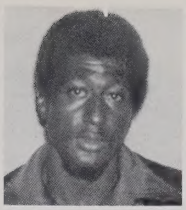
Donald Fuqua
Transportation
Seminary

Isaac Garner
Transportation
Seminary

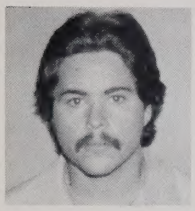
AC Transit welcomes these new workers

Joseph Gaynor
Transportation
Seminary

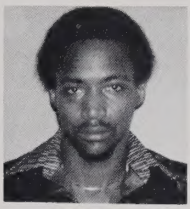
Ruth Gillam
Transportation
Richmond



James Godfrey
Transportation
Seminary



Manuel Gonzales
Transportation
Emeryville



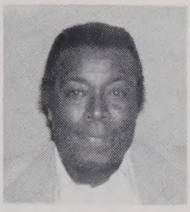
Jerry Green
Maintenance
Richmond

Veronica Green
Transportation
Seminary

Delores Harrell
Transportation
Emeryville

Jeffrey Harris
Transportation
Seminary

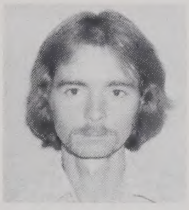
Martin Harris
Transportation
Richmond



Neal Harris, Jr.
Maintenance
Richmond

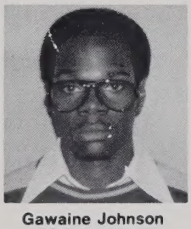
Doretha Haywood
Transportation
Seminary

Carole Henderson
Transportation
Emeryville



Ronald Jerrell
Transportation
Emeryville

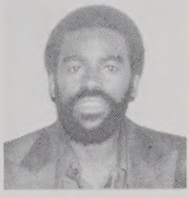
Joyce Jackson
Transportation
Seminary



Gawaine Johnson
Maintenance
Richmond

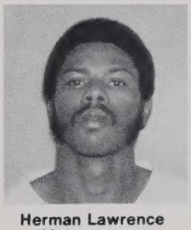
Rozella Johnson
Research and Planning
General Office

Jacquelyn Jones
Transportation
Richmond



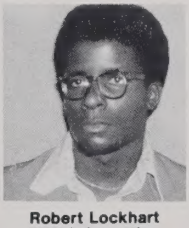
James Jones
Transportation
Seminary

Carmen Lagomarsino
Personnel
General Office

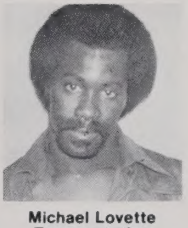


Herman Lawrence
Maintenance
Emeryville

Roy Lee
Transportation
Seminary



Robert Lockhart
PBX Information
Emeryville



Michael Lovette
Transportation
Seminary

Lela Lunny
Transportation
Emeryville

Myron Mar
Transportation
Emeryville

New Employees

Jerome McIntosh
Maintenance
Seminary

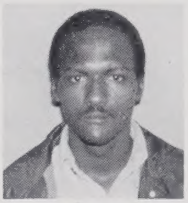
Janet Morrill
Maintenance
Emeryville

Ramon Nobela
Transportation
Seminary

Robert O'Brien
Transportation
Emeryville

Sharon Ogden
Transportation
Emeryville

Karen Pasion
Transportation
Richmond

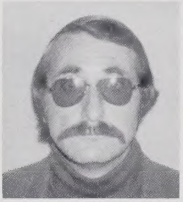


Donald Powers
Transportation
Seminary

Vivian Robinson
Transportation
Emeryville

LaRoslyn Shield
Transportation
Seminary

Wanda Silva
Transportation
Seminary



Scott Smith
Transportation
Seminary

Thomas Spores
Transportation
Seminary

Albert Stewart
Transportation
Seminary

Glenn Taplin
Transportation
Emeryville

Sharon Tate
Transportation
Emeryville

Joseph Tating
Transportation
Emeryville

Bonnie Thompson
Transportation
Emeryville

Macletus Watson
Schedule
General Office

Elnora Williams
Transportation
Richmond

Jafus Williams
Transportation
Seminary

Marilynn Williams
Maintenance
Seminary

Lesley Woods
Maintenance
Emeryville

David Yee
Transportation
Emeryville

Ronald Yee
Transportation
Emeryville

Mike Mills assumes Top Marketing post

Mike Mills, who joined the Marketing Department in 1977 after a 13-year career as a newspaper and television reporter, has been appointed Marketing Manager.

He assumes responsibility for a department which produces and distributes publications (including Transit-Times), maps, brochures, and a variety of other informational materials aimed at promoting ridership. Other functions include media relations, advertising, in-house and community informational programs, and supervision of the Customer Services and Transit Information Centers.

Mills' initial assignments in Marketing were as public information consultant, writer, and media specialist. Prior to joining the System, he was an on-camera reporter for KRON-TV for eight years and a general assignment reporter for the San Francisco Chronicle.

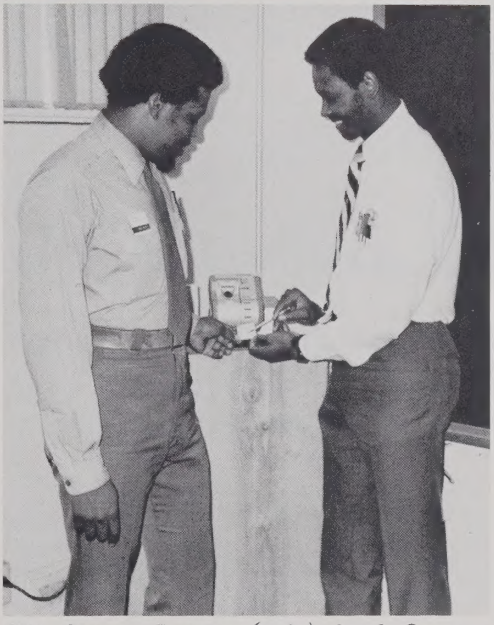
His appointment fills the post left vacant by the retirement of *Virginia B. Dennison,* who held the top public information/marketing position for many years, pioneering as the first woman executive in the public transit field.

New manager, new map

Mike Mills, Marketing Manager, displays the just-issued basic route map and guide with detailed, color-coded depiction of basic routes superimposed over clearly identified service area streets and landmarks. Extensive "How to use. . . " information adds to the map's practicality for patron-use.

Wheelchair lifts for use by handicapped persons were demonstrated in mid-month at the BART Fremont Station. The demonstration was to enable the public to see several lifts in operation and to provide an opportunity for interested persons to evaluate the capabilities of the equipment.

The demonstration was sponsored by AC Transit, CalTrans, the United States Department of Transportation and the United Cerebral Palsy Association of San Francisco.



Billy Bishop, Training (right), briefs Operator Albert Stewart on experimental transfer machine.

Transfer device tried

Experimental electronic transfer-issuing machines went into use January 21 for a one-month test on six buses operating in communities from Berkeley to Hayward. The machine, mounted on the bus dashboard near the driver, dispenses a ticket-size transfer bearing the date, bus route and direction of travel, and time left before expiration.

During the test period, AC Transit will be gauging rider reaction to the new machine and judging the potential for savings in drivers' time in more efficiently and speedily issuing transfers.

Beneditti achieves safe-driving milestone

THIRTIETH WINNER — Remo Beneditti and his daughter, Judy, recently cut the cake commemorating his 25 years of safe driving. Beneditti is the 30th AC Transit driver to be a recipient of the 25-Year Safe Driving Award. He has carried an estimated 2,348,000 passengers over 1,174,000 miles during his career. Currently, Beneditti is operating Line 382-Pittsburg-Antioch-Brentwood in Contra Costa County. He makes his home in Richmond.

Recent deaths include Driver, two retirees From AC Transit rolls

Two retirees and an operator died during November and December.

Ira Koehler, 44, an operator at Newark Division, died in San Jose December 17. He had been an employee since 1963.

Koehler is survived by his widow, Julie. The family home is in San Jose.

Arthur T. Spedowfski, 65, who was a mechanic at Emeryville Division prior to his retirement in 1978 after 32 years of service, died November 28 in Oakland.

He is survived by his widow, Marjorie, and three children: Gary, Rodger, and Nancy. In addition, he leaves nine grandchildren.

Samuel D. Totten, 68, who retired in 1975 from a position as operator at Emeryville Division, died December 7 in Port Orchard, Washington. Survivors include his widow, Irene; a son, Robert, who is an AC Transit operator; and a daughter, Jean Williams.

At retirement, Totten had completed 29 years of service.

End of year safety tally Shows Newark still champ

In the December safety tallies, three divisions achieved the goal of averaging at least 13,250 miles per chargeable accident.

During that holiday month, Newark Division drivers compiled a tally of 70,387 miles per accident; Richmond Division registered 18,343 miles between mishaps; and Seminary logged 13,553 miles per incident.

In the previous month, November, Newark Division also led in the safety standings with 53,192 miles per accident. Two other divisions also met Thanksgiving month's safety bogey — Emeryville Division, with 16,095 miles per accident, and Seminary Division, with 13,834 miles per chargeable incident.

District operators as a whole drove a total of 5,184,760 miles during the two-month period.

Pass use increases

Statistics registered during the second month of Pass sales showed an increase in off-peak usage of the new fare-paying method.

More than 3,200 East Bay bus riders bought December Monthly Passes. And a survey of Pass use counted 9,689 unlinked passenger trips on a Thursday in December (compared to 9,679 a month earlier), 4,900 trips on a Saturday in December (against 4,149 counted in November), and 3,213 Sunday trips (compared to 2,249 in November).

What the Press is saying about transit

The Daily Review

Transit system needs the grant

The AC Transit System is asking for $200 million to update its two-county transit system, and if matters continue as they have lately, the system had better get it.

Not only has gasoline become more and more expensive for motorists, but the present state administration seems to have adopted an attitude which is almost hostile toward the family automobile.

In recent months, reports from the California Department of Transportation have included recommendations:

— To postpone — for years — construction of the final piece of the cloverleaf intersecting the Nimitz Freeway and Route 238 in San Leandro.

— To postpone — also for years — construction of an overpass crossing Interstate 680 at Pleasanton, and...

— To abandon — forever — a proposed highway through Hayward connecting the Nimitz Freeway to Interstate 580, and also a southern extension of the MacArthur Freeway through Hayward.

If residents are to be squeezed out of their cars by gas prices, and by traffic jams perpetuated by the state abandoning proposed highway projects, residents of this area must have an extensive and efficient mass transit system.

BART cannot meet that need. The Bay Area Rapid Transit District is a trunk line system which makes only six East Bay stops south of Oakland. It provides no service at all to the burgeoning Livermore-Amador Valley.

BART was designed as a main-line, high-speed system which was to be fed by the family car and by feeder bus lines. If the family car is to be squeezed out, the feeder bus lines must fill the void.

Nearly half of AC Transit's buses are 15 years old or older, and the $200 million being requested of the Metropolitan Transit Commission would replace them.

In addition, about 250 new buses would be added for new and expanded bus routes, and the entire system would be modernized and renovated.

Only one concern comes to mind considering this necessary project.

Just as the family car is being threatened by skyrocketing gasoline prices, buses are being affected also. AC-Transit officials undoubtedly will do everything in their power to obtain vehicles that are fuel-efficient, and they will consider every other way they can think of to minimize the effects of increasing fuel costs.

But they must never forget that the same phenomenon that is forcing cars off the road will have equal effect on their buses, whether they are new or old, and whether they are radio equipped or not.

NO FINANCIAL PAGE — Figures for revenue and ridership, which normally appear in this space, were not available at press time.

Actions of the Board

At an adjourned regular meeting December 19, the Board of Directors:

- Adopted revision to resolution passed June 27, 1979, concerning appropriations from funds received from taxes and state subsidies, on motion of Director Rinehart.
- Authorized General Manager to execute agreement with City of Martinez to provide local bus service, on motion of Director Holmes. (See story, Pg. 3)

* * *

At a regular meeting January 9, the Board of Directors:

- Elected William E. Berk president and Roy Nakadegawa vice president, on motion of Director Holmes. (See story, Pg. 4)
- Adopted resolution expressing appreciation to Contra Costa County Board of Supervisors and County staff for aid in acquisition of property in Concord for an operating and maintenance facility, on motion of Director Fajans.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
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Telephone (415) 654-7878

BOARD OF DIRECTORS

WILLIAM E. BERK	President
Ward II	
ROY NAKADEGAWA	Vice President
Director at Large	
RAY RINEHART	Director at Large
MICHAEL H. FAJANS	Ward I
JOHN McDONNELL	Ward III
WILLIAM J. BETTENCOURT	Ward IV
JEAN A. HOLMES	Ward V

MANAGEMENT

Robert E. Nisbet	General Manager
Lawrence A. Rosenberg	Assistant General Manager for Administration and District Secretary
Robert J. Shamoon	Assistant General Manager for Operations
Richard H. Bertz	Maintenance Manager
Gregory L. Ford	Administrative Projects Manager
J. Dale Goodman	Transportation Manager
Ozro D. Gould	Risk and Insurance Manager
John A. Krajcar	Purchases and Stores Manager
Donald S. Larson	Research and Planning Manager
Billy S. Lyle	Personnel Manager
Mike Mills	Marketing Manager
Stanley O. Pearce	Superintendent of Safety
Warren E. Robinson	Transportation Engineer
John W. Rose, Jr.	Affirmative Action Coordinator

Nominees sought in choosing "Golden Wheel" employee

Judges for AC Transit's Golden Wheel Awards, presented periodically in recognition of outstanding employees, are seeking nominations.

Any District employee is eligible for consideration, with all-around performance and service to patrons determining selection. According to Robert J. Shamoon, assistant general manager for operations, the ideal candidate is one "whose personal endeavors reflect credit on the individual involved and on the District."

Deadline date for nominations is February 15. Names of nominees, with any supporting documents or details, should be directed to Shamoon at AC Transit headquarters, Oakland.

AC Transit
Latham Square Building
Oakland, California 94612

BULK RATE
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Return Requested

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INSTITUTE OF GOV. STUDIES
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Vol. 22, No. 8 FEBRUARY, 1980

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Easiest Way Across The Bay

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
MAR 19 1980
UNIVERSITY OF CALIFORNIA

New Pass will aid transbay riders

MTC's stand on fares Draws counter-views

A metropolitan transportation Commission move to "postulate" a fare structure for AC Transit and two other Bay Area public transit systems drew criticism during an MTC session and an AC Transit board meeting, both on February 27.

General Manager Robert E. Nisbet told MTC members at a morning meeting that AC Transit was "disappointed" in a resolution which put MTC in a position of determining the fares that must be charged by AC Transit, BART and San Francisco Municipal Railway.

Fare reviews

Nisbet said it was the intention of each of the three systems to review fares and at the "appropriate time" institute fare increases by action of the governing bodies of the individual systems.

AC Transit Board member Michael H. Fajans, representing Berkeley and Oakland, told the MTC he believed any consideration of a fare increase should be made only after hearing from public transit users. He contended that the MTC resolution to mandate fares charged by AC Transit, BART and San Francisco MUNI was "beyond the purview" of MTC and "against stated policy".

Different perspectives

Fajans also expressed concern over charging equal fares for equal distances traveled on different transit systems. "Equal trip lengths are not a valid criterion" in establishing equal fares, he said, pointing out a BART rail trip and an AC Transit bus trip of equal distance should be viewed in different perspectives.

Nisbet stated the hastily adopted MTC resolution "would appear to preempt" a current cooperative Transit Finance Report being prepared by individual operators and the MTC.

In a report later in the day to the AC Transit Board of Directors, Nisbet continued to express his opposition to the resolution which would have operators "adopting a uniform fare structure, which would not take into account individual system differences."

Policy boards

"Setting of fares is a responsibility of the transit policy boards," Nisbet said. "We do not consider it necessary or appropriate for MTC to use its responsibility for allocating certain funds as a means for levering the development of internal transit policies, and in particular, one as sensitive to the public served by a transit operator, as fares."

Under the MTC resolution, BART, AC Transit and MUNI have until June 16 to adopt a "uniform and coordinated" fare policy, or MTC will "postulate a uniform fare structure for the three operators for the purpose of allocation of funds."

NO LETTERS PAGE — The feature which usually appears on this page — Our 'Stockholders' Write — will be resumed in the next issue.

March sees Transbay Pass debut

Transbay bus riders will enjoy the convenience of a Monthly Pass beginning March 1.

Like the Local Monthly Pass introduced to East Bay riders last year, the new Transbay Pass eliminates the need to fumble for correct change or to handle transfers or tickets. The Pass user simply shows the card to the driver for an unlimited number of transbay trips to and from specific geographic zones during the month of validity.

Transbay Passes will be priced at four levels — with the Zone number clearly marked on the face — ranging from $30 for a Zone 1 pass to $50 for a Zone 4 card. In each case, the Pass is priced at about the average a regular commuter would pay for 20 round-trips to and from each zone; and additional use for local trips on weekends or in the evening would be essentially "free".

The Transbay Monthly Pass also will be honored for unlimited rides during the effective month on local and intercity express bus lines throughout the urban East bay (west of the hills) and in Fremont and Newark during the effective month. It will not be good on BART express or on contract services in central and eastern Contra Costa County.

The Passes will be on sale in the Ticket Office of the Transbay Transit Terminal in San Francisco and at AC Transit's Customer Services Center in the lobby of 508-16th St., downtown Oakland. Preaddressed mail order envelopes also are available from drivers.

Two new local lines added To aid Lafayette patrons Of Country Coach service

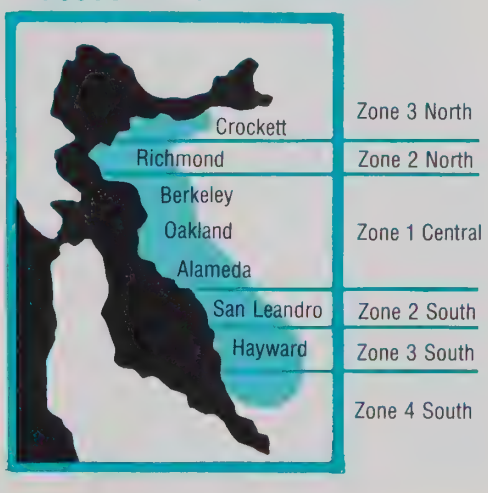
Country Coach transit service is coming to new areas of Lafayette in mid-March with the addition of two new lines.

On Monday, March 17, Line 353 buses begin operating between BART/Lafayette and St. Mary's College via St. Mary's Road. Line 353 buses will operate between the hours of 6:30 to 9 a.m. and 4 to 6 p.m. Monday through Friday.

DELAY — Due to the February storms and a resulting slide which closed a portion of St. Mary's Road, the start-up of Line 353 bus service between BART/Lafayette and St. Mary's College must be delayed. This route will begin operating when the road is reopened.

Line 355/355A buses start operating March 17 on Mt. Diablo Blvd. between Pleasant Hill Road and Acalanes Road, with stops in both directions at BART/Lafayette. Line 355 service will operate at 45-minute intervals from about 7 a.m. to 6 p.m. Monday through Friday.

Passes will serve wide area



THE COVER — The first Transbay Pass, valid during March, went on sale February 21. It's an easy to use passport for a month's bus trips — day, evening, or week-end for commuting, shopping, or recreation. The $30 to $50 cost depends on distance of specific zones from San Francisco, but The Pass also buys rides on local and inter-city express buses in the East Bay region west of the hills.

New route map/guide to help patrons in using buses

A new pocket-size route map and guide, which includes all basic (all-day) bus routes, plus some important commute-hour lines serving the communities of the urban East Bay, is now available for the asking.

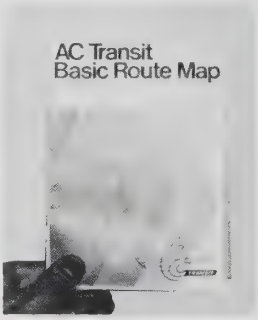
This extensive network of basic bus routes is colorfully depicted over a subdued background that shows every street in every community between San Pablo in the north and Hayward in the south.

The various types of bus service — local, intercity express and transbay — are differentiated by color-coded lines. And the background includes street and landmark information in assist bus riders in locating themselves and their destinations.

On its other side, the basic route guide depicts in much greater detail the more complicated bus routing in downtown Oakland and Berkeley.

Also included is ample "How to use..." information—fares, transfers, hours of operation, intervals between buses, and guides to reading bus signs.

This new route map is available at the Customer Services Center in the lobby of 508 - 16th Street in downtown Oakland. Interested individuals may also telephone Transit Information to obtain a route guide by mail.



Bus-use Publication Is here

Director is appointee

Roy Nakadegawa, vice president of the Board of Directors, has been appointed a member of the California State Board of Registration for Professional Engineers.

The appointment was made by Governor Edmund G. Brown, Jr. Nakadegawa will meet monthly with the State Board, which establishes standards and monitors performance of engineers and land surveyors.

Nakadegawa is a civil engineer for the City of Richmond. A resident of Berkeley, he was first elected to the Board of Directors in 1972, and currently is serving his second term as vice president of the policy-making body for the System.

Board schedules public hearing

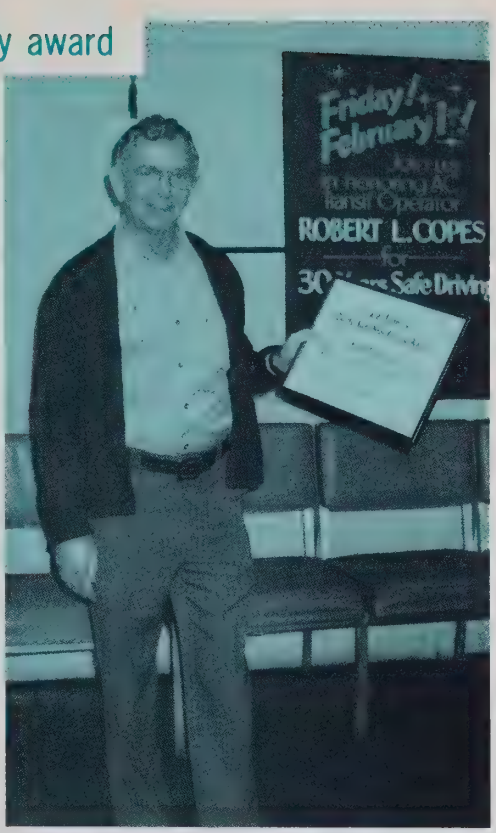
The Board of Directors will convene a public hearing March 26 at 4 p.m. to provide a forum for comment on the District's application for a federal capital improvement grant. The hearing will be held in the third-floor board room of AC Transit headquarters, 508 - 16th Street, Oakland.

Panels garner public input

REGIONAL RESEARCH — A representative sampling of Fremont and Newark residents was surveyed in January to determine individual transportation needs and awareness of currently available transportation options. This group was one of twelve focus group sessions held throughout the Bay Area (including two in the AC Transit service area) to assess public awareness and understanding of public transportation. The survey is being conducted by the Regional Transportation Association, of which AC Transit is an active participant, as a prelude to a joint effort to improve understanding and promote greater use of mass transit.

Copes receives first 30-year safety award

RECORD ACHIEVEMENT — Robert L. Copes, driver at Seminary Division, displays the framed certificate awarded him by General Manager Robert E. Nisbet for reaching the 30-year safe-driving mark. This record translates into more than a million miles traveled and two million passengers served. Copes is not only the first AC Transit driver to compile such a record, but is the first in the Bay Area to reach the three-decade safety milestone. He was honored during a February 1 ceremony at the division. The three-diamond gold ring he received is shown above.



TIPS ON BENEFITS—Social Security representative Diane Estrada gives AC Transit Retirees Club President Lou Bailey information on benefits available to AC Transit pensioners. Ms. Estrada's appearance at the Retirees Club this month was part of a series of informational programs the group offers throughout the year. The club meets the third Tuesday of each month and is open to all AC Transit and Key System retirees and their spouses.

Three die who began long transit careers with Key System

Three deaths have been reported from the rolls of retirees:

Paul C. Coleman, 74, a retiree from the ranks of drivers since 1967, died January 30 in San Leandro. Though credited with 25 years of service at retirement, Coleman actually had an earlier period of employment with Key System from 1925 to 1928. He signed on again as a driver in 1942, and at his retirement was attached to Seminary Division.

Coleman is survived by his widow, Grace, and two children, Richard Coleman and Beverly Balestri.

James V. Molinari, 93, who served as a rail maintenance mechanic with AC Transit's predecessor organization prior to retirement in 1957, died February 17 in Oakland. His transit service, spanning 40 years, began in 1917.

He is survived by his widow, Celestina.

Fred Trembath, 75, died February 7 in Oakland. He was a driver at Seminary Division before retirement in 1966 after 20 years of service.

He is survived by his widow, Stella.

Three former Drivers, Dispatchers promoted To training positions

Three appointments have been announced by Training Department.

Doyle Dewberry, Carl Kissinger, and *Stacey Anderson* have assumed duties as Training Instructor after serving periods of time as Temporary Instructor.

Dewberry joined AC Transit in 1963 as a driver at Richmond Division, but left in 1967, returning to the ranks of drivers in 1974. He subsequently trained and served as a dispatcher before joining Training.

An ordained Baptist minister, Dewberry continues to serve the church by acting as interim pastor for area congregations. He and wife Neita, who live in Alameda, have three grown children and four grandchildren.

Carl Kissinger served more than 13 years as a driver at Seminary Division before joining Training. He and wife Sharon live in Dublin with their children, Wendy, 17, and David, 16.

Leisure time

In his leisure time, Kissinger enjoys restoring vintage cars. His prize possession: a Model-A Ford which he bought for $300 and transformed to a splendor befitting its current estimated value of $12,000.

Stacey "Andy" Anderson assumes his new post after being a Richmond Division driver, dispatcher, and transportation supervisor. His first service, 1965 to 1968, was followed by a period during which he was employed as a YMCA program director and as a Boy Scouts administrator. He re-joined AC Transit in 1972.

Anderson's family includes wife Carolyn and daughters Lisa, 16, and Tami, 8. An unusual brand of spare-time volunteer work he enjoys is helping organize college fraternities — an interest which stems from his student days at Stillman College in Alabama.

Buses are off to races

PICKING A WINNER — Golden Gate Fields Jockey Dale Long gives race track fans a tip on how to get to the track easily and inexpensively using AC Transit's "Pony Express" bus service. The special service will operate during the current racing meeting which runs through June 7. A new convenience this year is that racing fans who ride Line 94 Pony Express buses can use their Monthly Pass — the $15 card good for a month's unlimited local rides in the Urban East Bay.

Director takes new office

AC Transit Director *William J. Bettencourt* has been appointed to the San Leandro Chamber of Commerce Board of Directors.

Bettencourt's appointment follows many years of civic service and community involvement. He will help guide policy for the San Leandro Chamber of Commerce's more than 1,000 members.

Bettencourt is a past chairman and current member of the San Leandro City Development Committee and serves on the city's Industrial Zoning Study Committee.

PASSENGERS—FARES—MILEAGE

Passenger Trips	1978-79	1977-78	% Change
East Bay	41,449,361	35,600,744	16.4
Transbay	13,803,787	11,074,156	24.6
Fremont/Newark	1,323,544	1,061,818	24.6
Contract Service: (1)			
BART Express	1,658,893	987,691	68.0
Concord	670,867	473,489	41.7
Pleasant Hill	153,445	107,486	42.8
Moraga/Orinda	210,220	126,415	66.3
Pittsburg/Antioch			
Brentwood	162,638	96,579	68.4
TOTAL	59,483,284	49,826,762	19.4
Fare Revenue			
East Bay	$10,977,967	$ 6,863,451	59.7
Transbay	9,271,650	5,835,998	58.9
Fremont/Newark	333,188	200,764	66.0
Contract Service: (1)			
BART Express	526,808	279,482	88.5
Concord	134,495	79,826	68.5
Pleasant Hill	20,741	15,327	35.3
Moraga/Orinda	44,586	20,413	118.4
Pittsburg/Antioch			
Brentwood	40,969	21,144	93.8
TOTAL	$21,350,404	$13,766,302	56.3
Service Miles			
East Bay	16,270,525	13,605,354	19.6
Transbay	8,964,748	7,514,216	19.3
Fremont/Newark	1,568,024	1,240,646	26.4
Contract Service: (1)			
BART Express	2,244,184	1,301,412	72.4
Concord	644,662	453,990	42.0
Pleasant Hill	119,425	98,143	21.7
Moraga/Orinda	256,884	164,219	56.4
Pittsburg/Antioch			
Brentwood	402,363	320,422	25.6
TOTAL	30,552,580	24,892,937	22.7

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

Fiscal-years Comparison Notes gains

Annual Report available

The statistics shown above are from AC Transit's current Annual Report. Copies of this document may be obtained by contacting the Marketing Department, either by phone — (415) 654-7878 — or by mail. Address mail requests to 508-16th Street, Oakland, California, 94612.

Actions of the Board

At an adjourned regular meeting January 23, the Board of Directors:

- Authorized participation in three sessions of the Bay Area Urban Transit Institute during 1980, on motion of Director Rinehart.
- Authorized General Manager and Board President to attend APTA Management Seminar in Florida February 17-21, on motion of Director McDonnell.
- Adopted resolution authorizing General Manager to file application for a capital improvement grant under the Urban Mass Transportation Act of 1964, as amended, and scheduled a public hearing on the matter for March 26, 1980 at 4 p.m., on motions of Director Holmes. (See story, Pg. 4)
- Established annual compensation for the District's Legislative Representative, on motion of Director Fajans.
- Adopted job description for the position of Attorney for the District, on motion of Director Holmes.

* * *

At a regular meeting February 13, the Board of Directors:

- Authorized General Manager to join Regional Transit Association in procurement of brake drums, on motion of Director Nakadegawa.
- Authorized Board to attend APTA Western Conference in Monterey April 12-17, on motion of Director Rinehart.
- Authorized extension of contract with Arthur Young and Company to conduct District audit for Fiscal Year 1979-80, on motion of Director Rinehart.
- Authorized extension of service in Lafayette beginning March 17, on motion of Director Fajans. (See story, Pg. 3)
- Authorized General Manager to exercise purchase option for property now occupied by Division 6 and negotiate for adjacent parcel for off-street parking use on motion of Director Fajans.
- Authorized General Manager to seek proposals for architectural and engineering services in conjunction with the District's facilities improvement program, on motion of Director Fajans.
- Authorized conversion of off-peak Dial-A-Ride service to fixed route service in Special Transit District No. 2, with accompanying system re-design and alternative transportation arrangements for those elderly/handicapped unable to use fixed-route service, on motion of Director Fajans.
- Established salary range for Attorney for the District and appointed Richard W. Meier to the post, on motions of Director Holmes.

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Ward II
ROY NAKADEGAWA ..... Vice President
Director at Large
RAY RINEHART — Director at Large
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JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

MANAGEMENT

Robert E. Nisbet — General Manager
Lawrence A. Rosenberg — Assistant General Manager for Administration and District Secretary
Robert J. Shamoon — Assistant General Manager for Operations
Richard H. Bertz — Maintenance Manager
Gregory L. Ford — Administrative Projects Manager
J. Dale Goodman — Transportation Manager
Ozro D. Gould — Risk and Insurance Manager
John A. Krajcar — Purchases and Stores Manager
Donald S. Larson — Research and Planning Manager
Billy S. Lyle — Personnel Manager
Richard W. Meier — Attorney for the District
Mike Mills — Marketing Manager
Stanley O. Pearce — Superintendent of Safety
Warren E. Robinson — Transportation Engineer
John W. Rose Jr. — Affirmative Action Coordinator

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Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Expanded facility serves customers better

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Our 'Stockholders' Write

This is just a short note of commendation for one of your drivers, *James Harris.* Last week he not only turned into your Lost & Found my son's school trumpet but remembered exactly who my son was and told him about it.

Since my somewhat shy son failed to report the loss to anyone at school, we presumed that it was too late and that the trumpet — which has a "street value" of some $200 — was simply gone. Thanks to Mr. Harris, we were able to pick it up on last Tuesday, and my son had it for practice that Wednesday.

I'd like to nominate Mr. Harris for whatever drivers' honor your District uses to recognize or reward that kind of service.

Jim Bunker
Hayward

* * *

May I commend your driver, *Eula Stevens,* to management on the excellent way in which she handles her job. I am a daily rider on your buses (L Line) from Point Richmond to San Francisco, and this is not the easiest of clientele to deal with.

Yesterday two young men with aggressive manners were smoking on the bus. Most of the drivers are unwilling to say anything or enforce the rules. This woman spoke up so nicely and firmly that both immediately responded. It was obvious that she was in charge, but with courtesy and helpfulness. A fine driver as well.

She deserves this letter.

Daniel Jensen
Richmond

I would like to commend Driver *Roena Owens.*

While she was driving in San Leandro, she stopped the bus, opened the doors and told two young men, both of whom were much bigger than she was, to get off.

She said, "You are lighting a fire back there; now get off my bus." They were in the back seat.

They were reluctant to move, but she let them know that they had to get off, and they did. Incidentally, she had no men on the bus to back her up — only two older women and a young lady.

I hope you will let this young lady know how much we riders appreciate someone who will stand up for what is right.

Eva Lindquist
Oakland

* * *

I am writing to tell you about one of your drivers who is superlative — *M. I. Henderson.*

I have been on his bus when he was carrying a full load of first, second, third graders, and it is a pleasant ride. This man controls the enthusiasm of small children in such a kind way! He seems to respect their feelings as much as they respect him. It is a pleasure to watch the interaction between him and the children.

He is every bit as helpful to his adult passengers — not in the least put out by someone like me who didn't know where she was going (only the general direction) the first time on his bus.

Jacqueline Green
Hayward

Plan predicts "modest" growth

Modest expansion to better meet the needs of the East Bay's commute-hour riders is forecasted by the District's current Five Year Plan up-date.

For the Fiscal Year 1980-81, the draft plan projects additions to the fleet which would add more than 75 buses to the commute-hour service — significantly expanding capacity to handle trips to and from work and school.

Specific improvements detailed in the document include:

- A new "shuttle" circulating downtown Oakland, linking City Center with Jack London Square, the county offices at Lake Merritt, and with Kaiser Center and the business district.
- A new bus line via Coolidge Avenue, connecting the Oakland hills with BART/Fruitvale.
- A new line linking downtown Oakland and Alameda with the Oakland airport.
- Two new lines bringing bus stops even closer to many addresses in the Ashland area and the southern part of Hayward.
- Wheelchair lifts on all new buses, beginning with 175 to be delivered later this year.

Additionally, 15 buses would be added to transbay commute service, about 50 coaches would be added to local East Bay lines, and up to 35 buses would add greatly to local contract service in central Contra Costa County.

Ridership has increased significantly in recent months and can be expected to continue to climb. The recommended improvements would permit the District to accommodate this increased ridership by continuing operations which approximate existing service.

These improvements are predicated on continued support of transit operations from federal and state funding sources, and on an increase in transit fares.

Discount hours extended For elderly/handicapped

Senior Citizens and handicapped persons will be able to ride at discounted fares during all hours of bus system operations beginning in mid-March.

District Directors approved expansion of the hours for discounted fares on all transbay and local East Bay bus lines after listening to citizen requests for the action at the February 27 board meeting.

The discounted fares for eligible riders have been allowable only during non-commute periods. Under the new program, riders with a Bay Region Transit Discount Card will pay a 10 cent discount fare rather than the regular 35 cent adult fare at all hours seven days a week.

Information campaign Markets new Bay Pass

A marketing campaign which included distribution of about 13,000 brochures to commuters at the Transbay Terminal resulted in sale of more than 2,100 March Transbay Passes — the first to be issued.

This person-to-person information effort was carried out during a two-day period last month to assure the widest possible dissemination of information on the new Pass, which went on sale February 21. Initial introduction of the Transbay Pass was via on-coach advertising.

Sales of the Monthly Pass which provides unlimited rides on local East Bay routes rose to 4,100 last month. This passenger-convenience Pass was introduced last October.

Transbay Passes are sold at the Transbay Transit Terminal, San Francisco, at AC Transit's Customer Services Center in downtown Oakland; or through mail order envelopes available from drivers. The local-routes Pass is available at Customer Services, by mail order, and at many Lucky and Safeway supermarkets.

New Employees

Julie Beverage
Maintenance
Richmond

Charlesetta Brown
Training
Seminary

Michael Cotton
Transportation
Seminary

Gregory Daniels
Transportation
Seminary

Sabrina Dixon
Transportation
Seminary

Michael Faulkner
Transportation
Seminary

Francis Fischer
Transportation
Richmond

Dorothy Green
Maintenance
Richmond

Evelyn Hamilton
Transportation
Seminary

Richard Harrison
Transportation
Seminary

Evangalis Hopkins
Transportation
Seminary

Gloria Hopkins
Transportation
Seminary

Helen Ivey
Transportation
Seminary

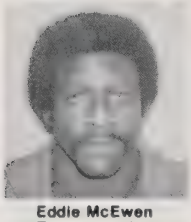
Norma Johnson
Transportation
Seminary

Sylvia Jones
Maintenance
Richmond

Helen Lee
Personnel
General Office

Donald Lemons
Maintenance
Emeryville

Roger Lewis
Transportation
Seminary



Eddie McEwen
Transportation
Seminary

Stephanie McGlothin
Transportation
Richmond

Karen McGowen
Transportation
Seminary

Shiela McLemore
Transportation
Emeryville

Alvaro Rodriguez
Transportation
Seminary

Maria Sosa
Maintenance
Seminary

Phillip Trujillo
Maintenance
Emeryville

FARE REVENUE-SERVICE MILES

Fare Revenue	Jan. 1980	Jan. 1979	% Change
East Bay	$1,001,765	$935,638	7
Transbay	925,893	827,268	12
Fremont/Newark	37,752	28,857	31
Contract Services: (1)			
BART Express	61,216	43,468	41
Concord	15,476	12,398	25
Pleasant Hill	1,924	1,567	23
Moraga/Orinda	5,288	4,344	22
Pittsburg/Antioch Brentwood	5,782	3,376	71
Total	$2,005,098	$1,856,916	8
Service Miles			
East Bay	1,391,235	1,421,863	-2.2
Transbay	798,713	808,607	-1.2
Fremont/Newark	154,122	135,620	13.6
Contract Services: (1)			
BART Express	215,654	197,976	8.9
Concord	57,845	57,898	-0.1
Pleasant Hill	10,368	10,333	0.3
Moraga/Orinda	27,789	25,867	7.4
Pittsburg/Antioch Brentwood	34,594	34,364	0.6
Total	2,690,320	2,692,528	-0.1

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

DISTRICT HIGHLIGHTS

Passenger Service Began	*October 1, 1960*
Number of Employees	*2,150*
Number of Buses	*817*
Service Area	*40 Communities within a 620 square-mile area of urban and suburban Alameda and Contra Costa Counties.*

Actions of the Board

At an adjourned regular meeting February 27, the Board of Directors:

•Granted travel authority for two management representatives to attend the 1980 APTA Legislative Conference and the Transit Data Summaries Board of Governors meeting in Washington, D.C., March 10-11, on motion of Director Bettencourt.

•Granted travel authority for one management representative to attend the APTA Operations Committee Seminar in Memphis, Tenn., March 17-18, on motion of Director Bettencourt.

•Authorized amending contract with Deloitte, Haskins and Sells for installation of computerized management information system, on motion of Director Rinehart.

•Authorized extension of senior citizen/handicapped discount fare hours to include all hours of bus system operations, on motion of Director Fajans. (See story, Pg. 3)

•Authorized General Manager to solicit bids for equipment needed to maintain or improve current operations, with purchases to be made from the District's "Restricted Fund", on motion of Director Fajans.

* * *

At an adjourned regular meeting March 19, the Board of Directors:

•Authorized General Manager to advertise and seek bids for purchase of office machines and equipment, on motion of Director Rinehart.

•Granted travel authority for one District representative to attend the APTA Risk Management Seminar in Denver March 24-25, on motion of Director Nakadegawa.

•Convened public meeting to allow citizen input on the Five-Year Plan Update for Fiscal 1981-85. (See story, Pg. 3)

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Director at Large	
RAY RINEHART	Director at Large
MICHAEL H. FAJANS	Ward I
JOHN McDONNELL	Ward III
WILLIAM J. BETTENCOURT	Ward IV
JEAN A. HOLMES	Ward V

MANAGEMENT

Robert E. Nisbet	General Manager
Lawrence A. Rosenberg	Assistant General Manager for Administration and District Secretary
Robert J. Shamoon	Assistant General Manager for Operations
Richard H. Bertz	Maintenance Manager
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Donald S. Larson	Research and Planning Manager
Billy S. Lyle	Personnel Manager
Richard W. Meier	Attorney for the District
Mike Mills	Marketing Manager
Stanley O. Pearce	Superintendent of Safety
Warren E. Robinson	Transportation Engineer
John W. Rose, Jr.	Affirmative Action Coordinator

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Vol. 22, No. 10 APRIL, 1980

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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MAY 12 1980
UNIVERSITY OF CALIFORNIA

Transit systems mark New cooperative link

Our 'Stockholders' Write

My husband and I are new in Oakland and wish to commend one of your drivers, *David Taplin.* This man has been most helpful to us in giving directions — which buses to take — and calling out our stop.

He is one of the most courteous, helpful bus drivers we have ever encountered. He is always neat and personable.

We have noticed he is this way with each and every person who boards his bus. He makes AC Transit a pleasure ride.

Mr. and Mrs. L. C. Galloway
Oakland

* * *

Recently I rode with your driver, *Wendell Stubbs,* who saw a man on the sidewalk and stopped the bus. He checked the man out, called in for help, and stood by the man, causing three or four other people to stop and try to help. Police arrived and thanked him.

I'm sure all of us passengers, around 25 or 30, felt pride in our driver. Thanks for having a bus driver with a heart and feelings.

Margaret Walsh
Oakland

* * *

I must express my personal appreciation of *A. J. Berner.* His driving technique is smooth, his effort and manner is punctual, understanding, courteous, helpful and mindful of the ingredients that make the system work.

You and I can depend on him to improve public relations.

Charles Cieloha
Oakland

In view of the worsening energy shortage, I suggest that you consider, as a matter of public necessity and convenience, extending the service on Line 7 to Grizzly Peak and Senior Avenue throughout the evening. At present, there is no service beyond Grizzly Peak and Euclid after 7:19 p.m., although coaches arrive and turn around there after that time. This means that unless you live within a short walking distance from that turnaround, there is no available public transportation after that time.

At present, there is no Sunday service at all beyond Grizzly Peak and Euclid, so that it is impossible for one even to use public transportation to go to and from church downtown. I feel that it is time to expand or extend the Sunday service to include the Senior Avenue loop.

Samuel H. Oakley
Berkeley

(Ed Note: Our figures indicate that night and Sunday patronage in this area is only a fraction of the weekday patronage. However, your suggestion will be factored into future planning should increased patronage and added resources allow expansion of evening/Sunday service.

* * *

I have generally found AC drivers to be friendly.

One merits particular praise — always courteous, with a smile, a good morning, and "have a good day everybody". It is a great way to start a day.

My compliments to *Miguel A. Guerra.*

Fred H. DeVinney
San Francisco

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Board Resolution

Directors pave way for fare increases

A step closer to raising fares took place March 26 as the Board of Directors approved a resolution calling for minimum local fares of 50 cents and minimum transbay fares of $1, to begin "on or about July 1, 1980."

The resolution, however, assures that fare increases will not go into effect until public hearings are held. Additionally, it seeks certain assurances from the Metropolitan Transportation Commission (MTC) before fares go up.

The resolution indicates AC Transit will not proceed with the increases until the bus system is assured MTC "has allocated all available regional discretionary funds" and that AC Transit has received its "fair share" of MTC dispensed funds.

Senior citizens, handicapped and youth fares would not be raised, but would be reviewed at an undetermined future date, according to the resolution.

The discount Monthly Pass fare would continue, although no exact charges were established. Other fares can be expected to increase by approximately 30 percent over the current fare structure, the resolution states.

AC Transit, BART and San Francisco Municipal Railway (MUNI) have been under pressure from the MTC to raise fares and adopt more uniform fare structures.

THE COVER — In ceremonies April 7, transit officials marked the forging of a new service link between AC Transit and Santa Clara County Transit Authority. The new agreement provides for free transfer privileges for riders who make connections with bus service that the two systems provide out of BART/Fremont. The occasion also noted BART/Fremont's new bus loading areas and improved traffic flow pattern. Taking part in the event were (left to right) William Hein, Deputy Executive Director, Metropolitan Transportation Commission; John Glenn, BART Director; Jean Holmes, AC Transit Director representing the Fremont/Newark area; and Robert Scott, Director of Transit Operations, Santa Clara County Transit.

Card holders increase

Since the introduction of the Bay Region Transit Discount program in 1975, AC Transit has issued 40,000 of the cards which qualify elderly and handicapped riders for reduced fares.

Two-system agreement Gives south area link To AC Transit service

A bus trip from Gilroy at the southern end of Santa Clara County all the way to Crockett on the Carquinez Strait became possible April 7 for the price of a single fare.

Under a new agreement between AC Transit and Santa Clara Transit, free transfers can be made between bus lines of the two systems at BART/Fremont. At this location, SCCTA Line 3 buses make connections with BART and with 13 local AC Transit lines in the Fremont/Newark Area.

The AC Transit bus service continues to make connections with lines operating throughout the entire East Bay — in Hayward, San Leandro, Oakland, Berkeley, Richmond, and, ultimately, Crockett.

A rider pays the regular 25 cent fare in Gilroy for the one way trip, and pays AC Transit's regular 35 cent adult fare in Crockett for the return trip. Each system will honor the other's Monthly Pass at the transfer location.

Initially, the AC Transit-Santa Clara Transit transfers will be made only at BART/Fremont. Meanwhile, the systems will consider other meeting points for similar connections as part of cooperative efforts to improve service coordination.

Nisbet reports on Props. 9 and 11

Effects of passage of two ballot propositions facing California voters in June were outlined for the Board of Directors April 23 by General Manager Robert E. Nisbet.

Nisbet told board members Proposition 9 and Proposition 11 increase the uncertainty of funding — an uncertainty the District has been living with since the passage of Proposition 13 in June, 1978.

Proposition 13, the Jarvis-Gann Initiative, resulted in the District's losing some $14 million in property tax revenue annually. Nisbet said only increased assistance from the State has enabled AC Transit to continue operating at a level approximating service before passage of Proposition 13.

However, he pointed out, much of the funding to offset lost property tax revenue was given to AC Transit on a "one-time only" basis. And there was no assurance the same level of support would continue.

Nisbet said, "It is anticipated that passage of Proposition 9 would reduce State revenues by an estimated $4.9 billion, which in turn would require the State to cut funding accordingly.

"It is also anticipated," Nisbet added, "that all surpluses at the State level will be eliminated and possible inroads could be made into sales tax and property tax revenues for transit in order to provide financial support for other public functions, such as schools and police and fire protection."

Nisbet's appraisal was echoed by Edward R. Gerber, legislative representative of the California Association for

(Continued on page 5)

Maintenance excellence Is saluted once again

Maintenance Department's reputation for excellence has again been recognized within the bus transportation industry through announcement that it has qualified for the Fleet Owner Maintenance Efficiency Award. This marks the 18th consecutive year of AC Transit's receipt of the honor, which was first given in 1962.

The recognition goes to those transit organizations whose records of bus maintenance meets standards based on equipment longevity, total miles per year of use, and repair costs.

Presentation of the award is scheduled late next month in Chicago.

Modernizing District Telephone facilities Gets Board's approval

Reduced costs and increased productivity are expected yields in a program, approved by the Board of Directors March 26, to modernize the District's telephone system, including equipment used to handle transit information inquiries.

The program has two phases: increasing the capacity and reliability of the AC Transit business line — the 654-7878 network — and eliminating the long waits and accidental disconnections which have inconvenienced some of the many customers calling the various transit information numbers.

As part of the program, the PBX/ Information Center — now at Emeryville Division — will be re-located to space in the General Offices complex in Oakland's Latham Square Building.

More automated and streamlined transit information equipment is expected to increase productivity and efficiency in handling transit information inquiries. Improvements in the business line will allow tighter accounting controls and elimination of the private lines needed now because the current network is at virtual capacity. Thus, the District's future telephone bills are expected to reflect cost savings.

Two operators honored for safe driving milestones

THREE-DECADE RECORD — Operator John Zorman, Seminary Division, received recognition for 30 years of safe driving from Assistant General Manager Robert J. Shamoon at divisional ceremonies held March 28. Zorman, who has served approximately 2,262,012 passengers while driving more than a million miles, is the second AC Transit driver to achieve this goal. Zorman has been with Seminary Division since it opened in 1947. He and wife Mary, who live in Castro Valley, have two daughters.

QUARTER-CENTURY MARK — James R. Williams became the 31st AC Transit driver to reach the 25-year safe driving mark this month. His accomplishment was honored in a ceremony April 11 at Emeryville Division, where he has served since qualifying as an operator. Williams and wife Theda are the parents of 6 and the grandparents of 9.

Ballot measures

(Continued from page 4)

Publicly Owned Transit Systems (CAPOTS), who told the board AC Transit's $3 million portion of state surplus funds was "at risk," and an estimated additional $3 million in State Transit Assistance funds will probably be lost with passage of Proposition 9.

In projecting the effect of Proposition 11, the "Oil Surtax Initiative," Nisbet said half of the estimated $300 million expected to be generated would go for the improvement of public transit throughout the State, with the other half to be used for alternative vehicle fuels and other transportation projects.

"Although AC Transit would expect to receive some of the estimated $150 million to $215 million allocated for public transit, the exact amount "is impossible to determine at this time," Nisbet said.

Pass buyers on increase

Approximately 2,150 patrons bought March Transbay Passes, the first to be issued, with tentative figures for April indicating an increase to at least 2,447. Adding East Bay local Pass sales of 4,131, total sales for March came to 6,281 Passes.

The East Bay local Pass, the first in AC Transit's history, was introduced in November, 1979.

Transportation manager

Dale Goodman ends 41-year career

When you retire after 41 years in a business it's easy to dwell on the past. But for Dale Goodman, leaving his post as Transportation Manager, the present and the future hold his attention.

"I think mass transit has the biggest opportunity in the world today," he says, "if we will only grab it."

Goodman, who began his long and productive career as a streetcar operator in 1939, has seen far reaching changes in public transit during his more than four decades of service, but he prefers to discuss current and projected problems and solutions.

Among the key challenges facing today's leaders in transit are, he feels, the need for dealing with increased federal involvement with local operations and the improvement of relationships between transit personnel and the public.

Although his jobs at AC Transit and its predecessor, Key System, ranged from streetcar operator and conductor to bus driver, instructor, dispatcher, supervisor, chief supervisor, superintendent and finally Transportation Manager, his place of residence remained the same. He and his wife, Hesper, have lived in the same house in Oakland since two months after he began work as an operator.

J. Dale Goodman

Goodman's activities have not been solely devoted to public transit, although he has served as Vice-Chairman of the American Public Transit Association (APTA) Operations Committee and was a member of the APTA Security Committee. He also found time to serve as First Vice-President of Emeryville Industries and has been an active member of the Oakland Chamber of Commerce for many years.

Goodman has no intention of spending his retirement years idly. He plans to continue work in community services, specifically assisting senior citizens with their problems. Also, he has scheduled some traveling, including a trip this month to his native Kansas.

In assessing his tenure at AC Transit, Goodman says, "I think the best part of it has been the people and the wonderful exchange of ideas you have with them."

RECOGNITION ACCORDED — Board of Directors President William E. Berk affixes Dale Goodman's retirement pin at a dinner April 11 as Anthony R. "Tony" Lucchesi, retired Maintenance Manager, looks on.

25-year bus rider bids farewell

Boarding a Line 32 bus at her usual stop at Hesperian Boulevard and Paseo Grande in San Lorenzo just after 7 a.m. on a Friday in mid-April, Barbara Haseleu was doing more than merely going to work in downtown Oakland. She was ending a quarter-century of commuting by bus — years which she says produced "never an untoward incident" in getting to and from her destinations.

Also, she was on her way to severing another association that has been important in her life: her nine-year stint in the Oakland Police Department's Records Division, where she has served as Senior Clerk Supervisor. Mrs. Haseleu, widowed last year and with five children and 11 grandchildren, was wrapping up her affairs prior to moving to Chico.

Though no record-breaker in terms of years of commuting, Mrs. Haseleu's tenure as a loyal Key System and AC Transit patron is, nevertheless, marked by its diversity. Beginning in 1955, when she first began commuting to work at Capwell's, she made bus connections from homes in four separate AC Transit service-area communities: Oakland, Berkeley, San Leandro, and San Lorenzo. She has lived in the latter community for the last seven years.

Proximity to good bus connections was always a key factor in choosing a home, Mrs. Haseleu pointed out, since "I have never driven in the Bay Area."

As to the drivers with whom she has commuted over the year, Mrs. Haseleu remarked that "the majority have been absolutely marvelous." The bus boarded on the last day of her 25 years of commuting was that of *N.C. "Louie" Martin,* her regular driver for about three years.

LAST COMMUTE—Driver N. C. Martin greets Barbara Haseleu, boarding for final trip to work.

Escalating diesel fuel prices cause financial concern

With 600,000 gallons of diesel fuel needed each month to run the buses, the "quantum jump" in diesel costs has played havoc with the District's financial plans during the last 15 months, according to General Manager Robert E. Nisbet.

A 10-cent-a-gallon price hike goes into effect May 15. Had public transit systems not been exempted from that particular increase, it would have added about $720,000 to the System's fuel tab in the coming fiscal year.

Nevertheless, Nisbet points out, since January, 1979, diesel fuel costs have nearly tripled. Fifteen months ago, AC Transit was paying 38 cents a gallon for diesel compared to the current 90 cents a gallon.

"Part of our increased fuel costs have been offset by assistance from the state," Nisbet said; "however, we would anticipate a loss of that assistance if Proposition 9 passes on the June ballot."

Proposition 9 is the state income tax reduction initiative which could result in funding cuts for public agencies, including transit.

In previous years, AC Transit budgeted about four percent of its total annual expenditure for fuel. Now, fuel costs run around 10 percent of the budget. In addition, other petroleum products, including oil, grease, and transmission fluid, have gone up in price.

New Employees

Robert Aguirre
Maintenance
Emeryville

Nathalie Bailey
Transportation
Seminary

Dana Bryant
Transportation
Emeryville

Earl Byrd, Jr.
Maintenance
Seminary

Marvin Bunn
Transportation
Seminary

Lucatheryn Byrdwell
Transportation
Emeryville

Dene Busby
Transportation
Emeryville

Reginald Davis
Maintenance
Richmond

Phyllis Diston
Transportation
Seminary

Anthony Duarte
Maintenance
Newark

Michael Etienne
Maintenance
Emeryville

Marvin Grant
Transportation
Emeryville

Cozetta Gray
Transportation
Seminary

Eula Gulledge
Transportation
Emeryville

Thomas Harrison
Maintenance
Seminary

Claude Hayes
Transportation
Seminary

Katherine Horne
Transportation
Seminary

Nancy Jane Howe
Maintenance
Seminary

Rosemary Hudoba
Maintenance
Seminary

Furley Jackson
Maintenance
Richmond

Richard Lewis
Maintenance
Richmond

David Lyons
Transportation
Emeryville

Dorothy Martin
Maintenance
Seminary

Ante Milat
Transportation
Seminary

Ruth Myers
Transportation
Seminary

AC Transit welcomes these new workers

Beverly Nash
Transportation
Emeryville

Edna Oxner
Maintenance
Emeryville

Danny Paige
Transportation
Emeryville

Elretta Parker
Transportation
Seminary

Mark Parker
Transportation
Seminary

Ronnie Pratt
Transportation
Seminary

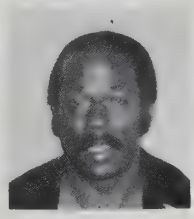
Anthony Rawlins
Maintenance
Emeryville

Laura Seymore
Transportation
Seminary

Annette Shurn
Transportation
Emeryville

Gary Smith
Transportation
Seminary

Patricia Sparks
Transportation
Emeryville



Brady Stewart
Transportation
Richmond

Pamela Stokay
Transportation
Emeryville

Tena Swanson
Transportation
Richmond

Carolyn Thomas
Transportation
Emeryville

Charles Thomas, Jr.
Transportation
Seminary

Betty Tobias
Transportation
Seminary

James Walker
Transportation
Richmond

JoAnn Ware
Transportation
Emeryville

Laura Washington
Transportation
Seminary

Sheila Washington
Transportation
Emeryville

Lee Watts
Maintenance
Newark

Dorothea Webster
Transportation
Richmond

Rosemary Wellington
Transportation
Seminary

Cornette York
Maintenance
Emeryville

Retirement ranks diminished by six reported deaths

The deaths of six retirees have been reported. If combined, their periods of service to transit would total nearly 150 years.

Ernest Castillo, 71, retired Emeryville Division driver, died March 5 in San Antonio, Texas. He had completed 22 years of service at the time of retirement in 1973.

He is survived by his widow, Stella.

David A. McKinnis, 67, who served passengers for 21 years while an Emeryville Division driver, died March 8 in Dennison, Texas. His transit employment ended in 1967 with retirement.

No survivors are reported.

Richard Glappa, 83, whose period of employment spanned 28 years, ending with retirement in 1964, died March 26 in Oakland. He had been a painter in Seminary Division's Maintenance Department.

Glappa's survivors include a niece, Anna Anderson, and a nephew, Alvin Winter.

Chapman ("Chappie") Lion, 70, whose retirement in 1974 closed out 28 years of service, died April 5 in Oakland. His position at retirement was assistant cashier in Treasury.

No survivors are reported.

Austin B. Brown, 60, who retired in 1975 from the Maintenance Department at Seminary Division, died March 17 in Berkeley. Brown's service to transit, which spanned 30 years, began in 1944 when he joined AC Transit's predecessor company.

Survivors include his widow, Hazel; a daughter, Rosie Watson; and two grandchildren. Brown's home was in Berkeley.

Frank K. Martin, 61, who retired as a bus driver at Seminary Division in 1977, died March 15 in Hayward. His 20-year transit career began in 1956.

Martin's survivors include his wife, Pauline and children — Dale Martin (an AC Transit driver); Sherly Mollard; Barbara Dimberg; and Sandra Martin. In addition, he had seven grandchildren.

Billy Kelly will serve In new Sickle Cell post

AC Transit Claims Representative *Billy R. Kelly* has been elected vice-chairman of the board of directors for Sickle Cell Anemia Research and Education, Inc. (SCARE) for Northern California.

Kelly also serves as chairman for SCARE's personnel committee.

He is a ten-year veteran at AC Transit and is serving his second year on SCARE's board of directors.

Newark heads safety standings

With Newark Division leading the pack, three divisions achieved last month's safety goal of 13,250 miles of service per chargeable accident.

The figures for March show that Newark drivers traveled 33,856 miles per accident; Emeryville drivers recorded 16,193 miles per mishap; and Richmond drivers, 15,340 miles per incident.

Board Actions

(Continued from back page)

- Authorized creation of three new non-union job positions, on motion of Director Rinehart.

* * *

At a regular meeting April 9, the Board of Directors:

- Awarded contracts to Jim Moran Oldsmobile for furnishing 20 automobiles and to East Bay Ford Truck Sales for furnishing 2 trucks, on motion of Director Bettencourt.
- Declared one automatic surface grinder to be surplus and authorized its sale to the highest bidder, on motion of Director Nakadegawa.
- Granted travel authority for one Maintenance Department representative to be present in Chicago to accept the Fleet Owner Maintenance Efficiency Award on May 28-29, on motion of Director Rinehart.

FARE REVENUE-SERVICE MILES

Fare Revenue	Feb. 1980	Feb. 1979	% Change
East Bay	$955,252	$876,843	8.9
Transbay	871,678	882,736	-1.2
Fremont/Newark	36,058	24,867	45
Contract Services (1)			
BART Express	60,787	39,469	54
Concord	13,451	10,044	34
Pleasant Hill	1,797	1,752	2.6
Moraga/Orinda	5,046	2,903	73.8
Pittsburg/Antioch			
Brentwood	5,719	2,991	91.2
Total	$1,949,788	$1,841,605	5.9
Service Miles			
East Bay	1,291,059	1,265,470	2
Transbay	734,774	739,266	-.6
Fremont/Newark	143,098	120,024	19.2
Contract Services (1)			
BART Express	198,877	175,479	13.3
Concord	53,668	50,814	5.6
Pleasant Hill	10,087	9,412	7.2
Moraga/Orinda	25,272	22,166	14
Pittsburg/Antioch			
Brentwood	31,397	30,710	2.2
Total	2,488,232	2,413,341	3.1

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

DISTRICT HIGHLIGHTS

Passenger Service Began	*October 1, 1960*
Number of Employees	*2,150*
Number of Buses	*817*
Service Area	*40 Communities within a 620 square-mile area of urban and suburban Alameda and Contra Costa Counties.*

Actions of the Board

At an adjourned regular meeting March 26, the Board of Directors:

- Awarded contract to Motorola Communications and Electronics, Inc., for furnishing two-way mobile radios and accessories, subject to compliance with specifications and bid documents, on motion of Director Nakadegawa.
- Referred bids for furnishing motor vehicles and trucks to management for evaluation and recommendation, on motions of Directors Rinehart and Nakadegawa, respectively.
- Convened public hearing on application to the Urban Mass Transportation Administration for a Federal Capital Assistance Grant.
- Adopted resolution stating policy on fare increases, on motion of Director Rinehart. (See story, Pg. 3)
- Adopted draft Five-Year Plan Update for Fiscal Years 1981-85, with incorporation of certain modifications and inclusions, on motion of Director Fajans.
- Adopted resolutions authorizing filing of applications with Metropolitan Transportation Commission for allocation of State Transportation Assistance funds and toll bridge net revenues for Fiscal Year 1979-80, on motions of Director Fajans.
- Adopted resolution authorizing filing of application with Metropolitan Transportation Commission for allocation and disbursement of all available Transportation Development Act funds for Fiscal 1980-81, on motion of Director Fajans.
- Authorized General Manager to enter into agreement with Pacific Telephone and Telegraph Company to upgrade District telephone systems and authorized lease of additional office space in the Latham Square Building in connection with relocation of PBX Information Center, on motion of Director Rinehart. (See story, pg. 4)

(Continued on Page 10)

Transit-Times

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JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

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Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Maintenance Manager
Gregory L. Ford ..... Administrative Projects Manager
J. Dale Goodman ..... Transportation Manager
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John W. Rose, Jr. ..... Affirmative Action Coordinator

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

AC TRANSIT

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JUN 13 1980
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Drivers win Board commendation

Our 'Stockholders' Write

Your service is always good, but I feel impelled to commend your driver, *James A. Hall*, for especial courtesy. Recently, I witnessed some very kind and thoughtful acts by this young man. A very tottery and uncertain old man got on, and (the driver) did not start the bus until this man was safely seated. This was followed by a very pregnant woman with a large child over her shoulder. She did not know where to transfer, etc., and he took good care of her. All was done very gently and kindly, with no fanfare. Most of your drivers are courteous and patient, I must say, but he stood out.

While we are on the subject, your women drivers are especially smooth and good. They never rush up to a stop at top speed and then slam on the brakes, making "oldies" like myself stagger around.

Catherine M. Gurnz
Piedmont

* * *

Please consider locating a bus stop on Island Drive across from Bridgeway, going from Bay Farm Isle toward Alameda proper. There is now a school off Bridgeway, but the two closest bus stops are not very close, especially for the children. One bus stop is at the Bay Farm Recreational Center, and the other is at Country Club Road near the fire station. I get off with my kindergartner at the stop in front of the Bay Farm Recreational Center only because it is best at this time.

F. Hendren
Bay Farm, Alameda

(Ed. Note: Our Transporation Department has reviewed your suggestion and determined that a bus stop on Island Drive at Bridgeway is feasible. We are awaiting go-ahead from the City of Alameda.)

I have just completed the most pleasant ride I have ever had on the bus.

The young woman who was driving should be commended for effectively maintaining pleasant conditions on her bus. At one point there were smokers on her bus with whom she dealt courteously, yet firmly. This type of action by your drivers should be firmly endorsed by AC management.

John Clarke
Oakland

* * *

I should like to express my appreciation of the special service given by drivers of AC buses to those using canes. They take special care to drive close to the curb, making exit and entrance to the bus so easy.

Many thanks.

A 'Stockholder'
Berkeley

* * *

One afternoon I was riding the bus on East 14th Street toward downtown Oakland. The young woman driver asked a young man to turn down his tape deck. He refused. A few blocks later, she asked him again, pointing out the sign in the bus (radios silent), and again he refused. This time he got very abusive and verbally harassed her and insulted her for nearly 20 blocks. Everyone on the bus was very nervous, and I felt pretty embarrassed but unable to do anything. It seemed that the man was extremely aggressive, and I think everyone felt he could explode at any time.

This letter is to thank the woman for her courage in the face of hostility.

T. Scott Craig
Seattle, WA.

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Board takes action

JUN 13 1980

Fare hikes would ease financial pinch

UNIVERSITY OF CALIFORNIA

AC Transit Directors have reaffirmed their position on fares, voting at their May 15 meeting to increase local adult fares to 50 cents per ride and the minimum transbay fare to $1. Present adult fares are 35 cents local, 35 to 60 cents express, and 75 cents to $1.25 transbay.

However, the Board scheduled a June 18 public hearing before final action is taken.

At that hearing, Directors also will decide whether to leave discount fares for senior citizens and certified handicapped riders at the present 10 cents for local rides or increase this special fare to 15 cents.

The proposed fare adjustment is a key element in a financial package which would enable AC Transit to meet spiraling operating costs in an era when other sources of operating assistance are either rapidly diminishing or are severely threatened.

The new fare formula under consideration would generate up to $7 million in additional revenues, according to General Manager Robert E. Nisbet. These additional monies would be applied against an anticipated deficit in the coming fiscal year, and even greater projected deficits in the years to come.

According to Nisbet, the new fare structure, if adopted after the public hearing, could go into effect as early as July 1st.

Among other matters to be discussed at the June 18 forum is a proposal to restructure transbay and express bus fare zones in southern Alameda County, reducing the number from four to three. Under such a plan, Zone 1 would extend from central Oakland as far south as 73rd. Ave., Zone 2 South would continue from 73rd. Ave. to A St. in Hayward, with Zone 3 South covering the area south of central Hayward.

Adult transbay cash fares for the three proposed zones would be $1 for one-zone trips, $1.25 for two-zone rides and $1.50 for three-zone trips. Intercity express service would cost 50 cents for one-zone rides, 75 cents for two-zone and $1 for three-zone trips.

As proposed, reduced fares for youth, senior citizens and certified handicapped riders could increase to 40, 50 and 60 cents for transbay rides.

The fare proposal takes into account pressures on regular bus riders by providing for 10 to 15 percent discounts on local and transbay Monthly Passes. Discounts of five percent could be allowed for 20-ride convenience ticket books.

AC Transit's proposal for a new fare structure is available for public inspection at the offices of the District Secretary, 508 - 16th St., Oakland. Public comment and suggestion, oral or written, is invited.

Public hearing on the proposal will be convened at 7:30 p.m. Wednesday, June 18, in the BART board room (above BART/Lake Merritt station), 800 Madison St., Oakland.

Nat Gage

System names Gage to post In management

Nathaniel A. "Nat" Gage has been appointed Executive Assistant for Financial Management.

Gage previously served nearly 10 years with the Metropolitan Transportation Commission, where he attained the position of deputy executive director.

He served for 35 years in the U.S. Army, retiring as a colonel.

Site in East Oakland To become locale for Central maintenance

AC Transit buses soon may be rolling in and out of the present General Motors Parts Facility in East Oakland as a result of action taken by the Board of Directors at a May 15 meeting.

The Board directed General Manager Robert E. Nisbet to negotiate a contract for the purchase of about one-third of the huge site, to become the location for a central maintenance facility. Here, heavy maintenance work would be performed on vehicles comprising the District's 814 bus fleet. This work currently is performed in the crowded operating facility in Emeryville.

This move toward an expanded maintenance and stores facility is an element of the District's Five Year Plan, aimed at meeting transit riders' needs in the years to come.

The East Oakland site would also serve to house the District's Purchasing and stores department.

The former GM facility was selected after a year-long study of potential locations throughout the urban East Bay, according to Nisbet.

THE COVER — The proceedings of the May 28 Board of Directors meeting included a ceremony honoring AC Transit's two drivers who have reached the 30-year mark in the District's safe-driving program. The two — Robert L. Copes (left) and John Zorman (middle) — were presented for the Board's commendation by President William E. Berk (right). Copes became the first to reach the 30-year mark in February, 1980, just weeks before John Zorman achieved this unusual record. The pair's cumulative statistics indicate that they have carried some 4.7 million bus riders more than 2.1 million miles during 68 years as drivers.

Land preparation grooms Site for Concord base

SITE PREPARATION — Rough grading and soil removal were completed this month at the site of AC Transit's future operating facility at Highway 4 and Port Chicago Highway in Central Contra Costa County. Moving the project forward another step was the Board's approval of a contract with Kaiser Engineers, which will provide project administration services for the Concord facility as part of the District's overall facilities improvement program.

Board Actions

(Continued from page 12)

one parcel of General Motors Parts facility in Oakland, subject to satisfactory completion of all applicable environmental studies and subject to completion of second appraisal to satisfy federal funding requirements, on motion of Director Rinehart. (See Story, Pg. 4)

- Approved alternative fare increase proposals to be presented at a public hearing Wednesday, June 18, at the BART board room, on motion of Director Rinehart. (See Story, Pg. 3)

Sign-ups draw lively crowd of drivers, families

CHOICES — Superintendent Tom Swanson, Emeryville (head of table, right) was in charge of this month's System-wide driver signup.

MEETING AND GREETING — When drivers from all divisions gather to vie, by seniority, for favored bus runs, it sometimes seems to resemble the reunion of a very large family. Shown left are some of the family members who took part in the latest signup.

MTC honors two veteran AC Transit employees

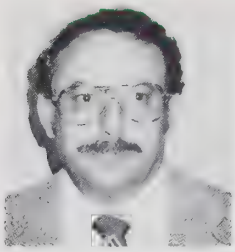
IN THE SPOTLIGHT — The Metropolitan Transportation Commission's annual awards ceremony, held May 28 at BART/Lake Merritt, recognized AC Transit employees Robert L. Copes (right, with MTC Chairman James E. Self) and Zada Malinak, soon-to-retire as Customer Information Supervisor after 34 years of service. Copes' certificate honored his status as the System's first driver to reach the 30-year safe-driving mark. Mrs. Malinak received the MTC Special Transit Employee Award, in absentia, for services which included aiding many other transit operations in setting up transit information functions.

Patrons can reach Parks this summer

Special AC Transit service to East Bay Regional Parks will provide increased summer recreational opportunities beginning Sunday, June 15. This will include:

- Hourly service to Tilden Regional Park from BART/Berkeley daily from about 11 a.m. to 6:30 p.m.
- Hourly service to Roberts Redwood Regional Park each day from about 11 a.m. to 6:30 p.m. from BART/Fruitvale.
- Lake Chabot Park service from about 11 a.m. to 6 p.m. daily via an extension of Line 91-Hayward-Castro Valley and providing direct connections between BART/Hayward and the park.
- Don Castro Park riders may use Line 95-Hayward-Kelly weekdays from BART/Hayward to a point near a park entrance, while week-enders will enjoy direct service into the park.
- Point Pinole Park will be accessible via an extension of Line 78-El Cerrito-Richmond on weekdays and Saturdays.

PROMOTIONS: Employees move up the ladder



Eugene Cota

Sharon Rodriguez

Legal

In a recent appointment, the Board of Directors named *Richard Meier* Attorney for the District. Meier, who previously served as Chief Trial Attorney, joined AC Transit in 1971.

Marketing

Sharon Rodriguez has moved up to the position of Marketing Supervisor, while, in PBX Information, *Cynthia Dorsey, Janice Manuel,* and *Carol Mori* have assumed the duties of Assistant Customer Information Supervisor.

Personnel

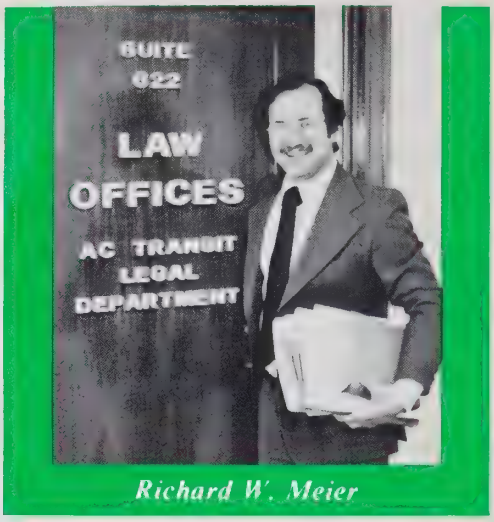
Assuming greater responsibilities in the Personnel Department are *Jim Albright,* Senior Personnel Analyst; *Wilma Gaines,* Personnel Supervisor; and *Avonne Bradshaw,* who joins the ranks of Personnel Analysts which also includes previous appointees *Curtis Goodenough, Wayne Onizuka, Roy Owens,* and *Donna Pate.*

Training

Taking up new duties as Training Instructor are *Daniele Heath, Lois Williams, James Harden,* and *Revert Thornton.*

Transportation

G.L. "Mo" Gross, who began her transit career 37 years ago, has become AC Transit's first female superintendent. In assuming responsibility for transportation operations at Seminary Division, she crowns a career which began in 1942 when she joined Key System as a streetcar operator.



Richard W. Meier

Eugene Cota has assumed duties as Assistant Superintendent, Newark Division, after first being named to that position at Emeryville Division.

Marvin Hancock and *Robert Parr* have moved up to positions as Assistant Chief Transportation Supervisor.

(continued on page 7)

Training Instructors Daniele Health, Revert Thornton, Jr., Lois Williams, James Harden

G. L. "Mo" Gross

RIDER UP-DATE — Prepared to answer questions from Fremont-Newark patrons on new fixed-route service which goes into effect June 15 are Information Operators Joy Graner (left) and Florene Braneon. They display the new route maps, a project of the Marketing Department, which are being widely distributed within the service area and will also be available from drivers. The maps feature how-to-use information, including a section of photos of key locations and which lines to use to get there.

More employee promotions

(Continued from page 6)

Assuming new duties as Transportation Supervisor are the following: *Aldin Blick, Willie Prather, Jr., Stanley Williams, Jr., Wilson Williams, Loretta Brown, Linda Crowe, Charles Dunn, David Elsasser, Wardell Miles, Iavery Morrison, Carolyn Phillips, Roosevelt Wilkerson, Jesus Pangelinan, Walter Cranshaw, Edgar Landry, Maurice McCarthy, Michael Corrall, Glenn Purdy, Compton Gault, Jr., and Paul DeMarco.*

In other Transportation Department advancements, *Sammy Carter* was named Chief Clerk, Richmond Division; and *Peggy Chambers* has taken up new duties as Chief Dispatcher, Newark Division.

Risk and Insurance

Freda Gibson, previously with Training at Seminary Division, has assumed her new position as Workers Compensation Claim Examiner at the General Office.

Schedules change in Eastern Contra Costa

Routes and time schedules of local Tri Delta Transit bus lines 380 and 381 have been adjusted slightly to better serve bus riders in downtown Antioch.

Both bus lines are being rerouted to extend service to 2nd St., providing riders better access to downtown destinations including the Seniors Center at 3rd and "F" streets.

Eastbound Line 380 and 381 buses now operate via "G" St. to 2nd St. (instead of 4th St.), returning via "F" St. to the regular route. In the westbound directions, both bus lines will operate via "E" St. to 2nd St., returning via "F" St. to the regular route.

Informational materials depicting the route changes and listing the accompanying schedule time adjustments are available from drivers.

New Employees

Janice Anthony
Transportation
Emeryville

Kenneth Berry
Transportation
Seminary

Harold Brooks
Transportation
Seminary

Delois Bunch
Transportation
Seminary

Leon Clark, Jr.
Transportation
Richmond

Percy Cordier
Transportation
Emeryville

Harold Crump
Transportation
Seminary

Faye Custard
Transportation
Seminary

Ester Dillard
Transportation
Seminary

Carol Horton
Transportation
Seminary

Charles Jung
Transportation
Emeryville

Morteza Kazemi
Transportation
Seminary

Edward Lee
Transportation
Richmond

Charles Montgomery
Transportation
Seminary

Mark Quinney
Transportation
Seminary

Wayne Rayford
Transportation
Emeryville

James Robinson
Transportation
Emeryville

Robert Seay
Transportation
Seminary

Harvey Smith
Transportation
Seminary

Doris Stacey
Transportation
Richmond

Olga Tjan
Transportation
Richmond

Michelle Vaughn
Transportation
Seminary

Michael Wilburn
Transportation
Seminary

Joseph Williams
Transportation
Seminary

Reginald Williams
Transportation
Seminary

AC Transit welcomes these new workers

Archie Hansbury
Transportation
Seminary

Richard Hill
Transportation
Seminary

Doris King
Transportation
Seminary

Maribel Mahoney
Transportation
Seminary

Angela Malone
Transportation
Richmond

Willie McClendon
Transportation
Emeryville

Daisy McDaniel
Transportation
Seminary

Billy Moore
Transportation
Emeryville

Marva Murphy
Transportation
Seminary

Michael Palmore
Transportation
Seminary

Robert Shaw
Transportation
Emeryville

Rebecca Stinson
Transportation
Seminary

George Tercero, Jr.
Transportation
Emeryville

Maxine Thompson
Transportation
Emeryville

Roland Tucker
Transportation
Richmond

Kenneth Valentine
Transportation
Emeryville

Ruth Vaughn
Transportation
Emeryville

Dennis Wells
Transportation
Seminary

Deloris Wilford
Transportation
Richmond

Marvin Wilford
Transportation
Seminary

Theresa Williams
Transportation
Seminary

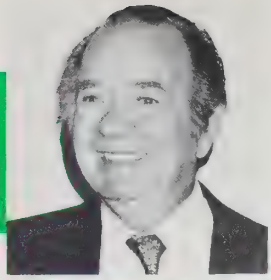
Susan Wilson
Transportation
Emeryville

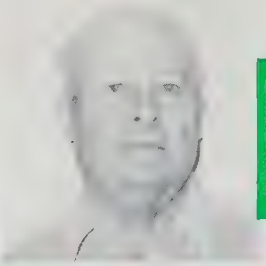
Velma Wilson
Transportation
Richmond

Jacqueline Woodard
Transportation
Richmond

Barbara Young
Transportation
Richmond

William LeFaivre





Clifford Slocum

Leisure life begins for three

When *Walter Bergman* moved from Honolulu to the mainland in 1957, leaving his native Hawaii and a job at Standard Oil, he was a ready candidate for the bus driver job that he learned about through a newspaper ad. Starting with Key System in 1958, he completed 22 years as a driver before leaving Seminary Divison for retirement. Looking back, he says he especially enjoyed driving on Line 63 in Alameda.

Feeling somewhat restless with unaccustomed leisure and missing some of the "very nice people" that he came into contact with as a driver, Bergman says he may yet decide to look for a post-retirement job. Meanwhile, he's at leisure in East Oakland, where he and wife Nola have had a home for many years. But he also enjoys occasional visits to Nevada.

The Bergmans are the parents of three daughters: Wanda, Lynn, and Shelley.

Civilian career

After Army infantry service which included landing in France with the second wave of D-Day troops, *William LeFaivre* started a civilian career which must have seemed very peaceful in comparison. He joined Key System in 1946 as a bus driver, completing 33 years before retiring from Seminary Division.

Having spent much of his Army service overseas (including three Christmases), LeFaivre chose to settle down in civilian life; thus, he and wife Mary Joanne have lived in the same home in San Leandro for more than 30 years. In retirement, LeFaivre is doing a bit of traveling, including trips to Oregon and Arizona. He's also spending some productive time in a vegetable garden which, in previous years, has provided such abundance that some of the produce had to be plowed under.

The LeFaivres are the parents of a son, Michael.

Armchair traveler

Retiring from Seminary Division after 34 years as a driver, *Clifford ("Cliff") Slocum* looks back on a span of employment which began when he rather casually wandered into a Key System employment office in downtown Oakland which happened to be displaying an "Operators Wanted" sign. This was in late 1945, soon after his discharge from the Army after 3½ years of varied service ranging from coast artillery duty in Alaska and the Aleutians to domestic duty with the infantry and signal corps.

As a driver, Slocum served on a number of lines in a number of areas, explaining that he "wanted a little variety." He started out with Emeryville Division, but began his long association with Seminary Division at the time it opened in 1947.

Describing himself as an avid "armchair traveler" with interests in both history and geography, Slocum has hopes of doing some post-retirement travel. His base of operations for retirement, however, will continue to be the home in Castro Valley where he and wife Marion have lived since 1955.

The Slocums have three children — Thomas, Susan, and Dave — and three grandchildren — Steve, Gracie April, and Terry.

FARE REVENUE-SERVICE MILES

Fare Revenue	Mar. 1980	Mar. 1979	% Change
East Bay	$1,025,379	$1,022,021	.3
Transbay	876,582	1,044,972	-16.1
Fremont/Newark	39,046	29,390	32.9
Contract Services: (1)			
BART Express	66,432	47,411	40.1
Concord	15,867	13,214	20.1
Pleasant Hill	2,193	1,666	31.6
Moraga/Orinda	6,399	4,746	34.8
Pittsburg/Antioch			
Brentwood	6,412	4,335	47.9
Total	$2,038,310	$2,167,755	-6.0
Service Miles			
East Bay	1,382,141	1,418,630	-2.6
Transbay	784,952	838,295	-6.4
Fremont/Newark	152,064	137,796	10.4
Contract Services: (1)			
BART Express	211,587	211,876	-.1
Concord	56,584	58,313	-3.0
Pleasant Hill	9,874	10,302	-4.2
Moraga/Orinda	28,602	25,915	10.4
Pittsburg/Antioch			
Brentwood	32,996	34,364	-4.0
Total	2,658,800	2,735,491	-2.8

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

DISTRICT HIGHLIGHTS

Passenger Service Began	*October 1, 1960*
Number of Employees	*2,150*
Number of Buses	*814*
Service Area	*40 Communities within a 620 square-mile area of urban and suburban Alameda and Contra Costa Counties.*

Actions of the Board

At an adjourned regular meeting April 23, the Board of Directors:

- Referred to management for evaluation and recommendation all bids for furnishing automotive brake drum lathe and accessories, on motion of Director Rinehart.
- Approved award of contract to low bidders for joint procurement, with Regional Transit Association, of brake drums, on motion of Director Fajans.

* * *

At an adjourned regular meeting May 15, the Board of Directors:

- Referred to management for evaluation and recommendation all bids for furnishing office machines and equipment, on motion of Director Holmes.
- Authorized General Manager to advertise and seek bids for purchase of drivers' lightweight uniform trousers and slacks, on motion of Director McDonnell.
- Awarded contract to Smith and Tyler for furnishing automatic brake drum lathe and accessories and approved lending the used surplus brake drum lathe to Hayward Vocational School for use as training tool, on motion of Director Nakadegawa.
- Authorized sale of five surplus 2100-series buses to highest bidder or bidders, with no required minimum, on motion of Director Bettencourt.
- Authorized General Manager to negotiate contract with Kaiser Engineers for architectural and engineering services in connection with the District's facilities improvement program, on motion of Director Rinehart.
- Authorized formation of a committee of the Board to meet with representatives of Central Contra Costa Transit Authority in connection with proposed service contract, on motion of Director Rinehart.
- Authorized General Manager to conclude negotiations for purchase of

(Continued on page 4)

Transit-Times

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508 16th St. Oakland California 94612
Telephone (415) 654-7878

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	Director at Large
RAY RINEHART	Director at Large
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JOHN McDONNELL	Ward III
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JEAN A. HOLMES	Ward V

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Lawrence A. Rosenberg	Assistant General Manager for Administration and District Secretary
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Gregory L. Ford	Administrative Projects Manager
J. Dale Goodman	Transportation Manager
Ozro D. Gould	Risk and Insurance Manager
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Billy S. Lyle	Personnel Manager
Richard W. Meier	Attorney for the District
Mike Mills	Marketing Manager
Stanley O. Pearce	Superintendent of Safety
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Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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Kids and Moms get bus use tips

Our 'Stockholders' Write

There is a very good AC Transit driver *(John R. Keating)* I want you to know about. This driver is consistently courteous, has good greetings for each and every rider, drives precisely (carefully pulls to the curb and does not leave his bus in the middle of the street for passengers to get on or off), always has a rack stocked with schedules, is on time, is full of transit information when passengers ask.

Nothing more could be hoped from the best of drivers.

H.A. Saar
Oakland

* * *

Recently, I rode the bus from Hayward BART Station. I was knitting and had used my scissors to cut the yarn. When I came home, they were gone. The next day when I got on the bus, the driver *(Lawrence Abrahamson)* had saved them for me. I sure appreciated that. He should be rewarded and thanked.

Michelle Bernkon
Hayward

* * *

I would like to strongly commend the driver *(David Castleberry)* of the Piedmont C bus for his handling, one morning, of two difficult passengers. One was a woman who wouldn't pay the correct fare, and the other was a man who had been drinking and who lit up a cigarette.

It takes considerable courage to speak up and do a job in these difficult situations. The fact that you have such drivers makes AC Transit far superior to any other transit system that I have used.

W. W. Rogers
Piedmont

Recently Driver *Gregory R. Daniels* extended a humane service that was beyond the requirements of his job. Because of his concern and extra help, a ten-year-old boy had a couple of friends arrive on time for open house at Lincoln Child Center. It would have warmed your heart to have seen Jeffrey's face light up when he saw his friends arrive.

So, this is a sincere commendation for your driver, who has not only a natural courtesy, but an assuring alertness that is a credit to AC Transit.

Hazel Sims
Oakland

* * *

We would like to express our appreciation for the thoughtfulness and concern demonstrated by Driver *Jeffer L. James.* He was good enough to wait for those of us who had just off-boarded from a long-delayed BART train at Concord. We wish other drivers would think to do similarly.

Four riders of the
305
Concord

* * *

I have recently begun riding AC Transit buses on a regular basis. Your service is great, the buses run regularly, and the drivers are courteous and helpful. I have a major complaint, however. I have found that your drivers are not enforcing the rules against food and drinks, smoking, and loud radios on the buses.

Dan Herrera
Alameda

(Ed. Note: Recently, more and more such inconsiderate riders have had to be removed from buses by our security patrol or the police.)

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Board approves increases

JUL 7 1980

Fare hikes have become a fact

UNIVERSITY OF CALIFORNIA

Bus fares for local adult riders went to 50 cents per ride for local trips and $1 minimum for transbay service on the last Sunday in June, following Board of Directors approval of the increases. The Board's action came a week after the June 18 public hearing on fares.

The new adult cash fares replaced an earlier range of 35 cents local, 35-to-60 cents Express, and 75 cents to $1.25 transbay.

Another important change was the restructuring of transbay and express bus fare zones in southern Alameda County — reducing the number from four zones to three.

Zone 1 extends from central Oakland south to 73rd Ave.; the new Zone 2 South continues from 73rd Ave. to A St./ B St. in Hayward, with Zone 3 South covering the area south of A and B streets in central Hayward.

Adult transbay cash fares for the three zones are $1 for one-zone trips, $1.25 for two-zone rides and $1.50 for three-zone trips. Intercity express service costs cash-paying riders 50 cents for one-zone rides, 75 cents for two-zone and $1 for three-zones trips.

Reduced fares for youth, senior citizens and certified handicapped riders were set at 40, 50 and 60 cents for transbay rides. The youth fare for local and express rides remains at 25 cents, and the seniors' and handicapped riders' discount for local trips is unchanged at 10 cents.

The adjustments recognize financial impact on regular riders by providing a future 10% discount on local and transbay Monthly Passes. This discount takes effect with sale of September Passes. Books of 20-ride convenience tickets are available at a 5 percent discount.

The fare adjustment is a key element in a financial package which enables AC Transit to meet spiraling operating costs at a time when other sources of operating assistance are failing to keep pace with ever-increasing costs.

The new fare formula is expected to generate up to $7 million in additional revenues, according to General Manager Robert E. Nisbet. These additional monies will be applied against increased operating expenses anticipated in the coming fiscal year and even greater projected costs in the years to come.

Candidates will vie On November ballot For 3 Board posts

Tuesday, November 4, is the day when candidates will vie for three seats on the District's policy-setting Board of Directors.

Seats representing Ward I (portions of Berkeley and Oakland) and Ward II (extending from Emeryville and west Berkeley to Richmond) will be on the general election ballot, as will one seat representing a District-wide at-large constituency.

Presently serving in these posts are Directors William E. Berk of Richmond, Michael H. Fajans of Berkeley and (at large) Ray Rinehart of Oakland.

Beginning Monday, July 14, candidates for the positions may obtain, circulate and file nomination papers and qualification statements with the District Secretary at AC Transit's General Offices, 508 16th St., Oakland. Friday, August 8, is the deadline for filing for candidacy.

Candidates for the ward seats must live within the area they seek to represent, while those seeking the at-large position may live anywhere within the District.

Directors elected in November will serve four-year terms beginning January 5, 1981.

Fixed routes serve Fremont-Newark

A redesigned network of local bus service went into operation in Fremont and Newark June 15, with buses operating at regular intervals on 13 different fixed routes. Bus stops are located within easy walking distance of virtually every residence and business in the area.

An all-fixed-route operation is expected to be much more cost-effective and efficient than the service it replaced — a combination of fixed routes and door-to-door Dial-A-Ride, according to Director Jean Holmes, who represents the two communities on AC Transit's seven-member Board.

Twelve of the 13 new bus routes make transfer connections with BART train service at BART/Fremont, while four of the bus routes make stops at BART/Union City.

In addition to making transfer connections with one another, the 13 routes also provide links to Santa Clara County Transit buses at BART/Fremont and at Dixon Road and Milpitas Blvd. in Milpitas. Free transfers between AC Transit and Santa Clara Transit buses may be made at these two locations.

Buses in the Fremont-Newark network will be operating at approximately 30 minute intervals from about 5:30 a.m. to 8:30 p.m. Saturday service will operate at 30 minute intervals from about 9:30 a.m. to 5:30 p.m., while Sunday service will operate at 60 minute frequencies from 9:30 a.m. to 5:30 p.m.

THE COVER — This month a lively contingent of Treasure Island kids — with a group of Moms as chaperones and Driver Betty Burnett (Emeryville Division) as guide — learned some "dos and don'ts" of using bus service. The excursion began with the ride aboard Burnett's Line T coach and was followed by a tour of the Transbay Transit Terminal. The kids also met people on duty at the Terminal, including AC Transit supervisors and State Police officers, who provide assistance to passengers.

To inform area residents of the new transit design, the System has mailed a descriptive brochure and route map to every house and apartment in the two communities. Additionally, route maps and pocket timetables are readily available on buses operating in the area.

SIGN OF CHANGE — Drivers B.R. McCaslin (left) and Willie D. Fisher, both Fremont residents, check one of the bus signs noting newly-redesigned Fremont-Newark service. In mid-month an all fixed-route system replaced the combination of Dial-A-Ride and fixed routes that previously was in effect in that service area.

Added Lafayette service Offers St. Mary's link

Local bus service linking St. Mary's College with Lafayette via St. Mary's Road began June 16.

Start-up of this weekday, commute-hour-only service had been planned for earlier this year but was delayed when St. Mary's Road was closed by a mudslide last winter.

The new Line 353 service will be operating between the college and BART/Lafayette between the hours of approximately 7 to 9 a.m. and 4 to 6 p.m.

Line 353 buses will make transfer connections with Line 355-Mt. Diablo Blvd. buses in Lafayette, with Line 350/351 service (via Moraga Road) between Lafayette, Moraga and Orinda, and with BART train service at BART/Lafayette.

Pocket-size timetables with maps depicting all bus service in the Orinda-Moraga-Lafayette area are available from drivers on any of these local bus lines.

Jack Cripps

Bernard Carlisle

Drivers discuss retirement plans

Iowan *Bernard Carlisle's* routine, years ago, of spending his summers in the Bay Area, working as a mechanic at Oakland's old F. M. Ball Cannery, eventually led him to inquire about year-round employment at a facility near the cannery. That facility was Seminary Division, where Carlisle was directed to Key System's Oakland personnel office. There, 27 years ago, he was signed on as a bus mechanic for Emeryville Division.

Retiring as Mechanic AA, Carlisle is looking forward to a new life, centering around outdoor recreation, in Alturas. He and wife Didee will live in a new mobile home on a 1½-acre lot in that Northern California community, leaving their present home in San Pablo, where Carlisle has lived for 23 years.

Carlisle (known to many of his associates by the nickname "Buttercup") praises the tastiness of the catfish which abound in the streams and reservoirs near his retirement home. He also looks forward to small game hunting.

Among visitors expected at the Carlisles' retirement home is Didee's son, Jay, who lives in Washington.

Though former passengers of *Jack Cripps* no longer see him in the driver's seat — he's retired after 22 years of service — they just might be tuning him in on their TV sets some day soon. One of his retirement projects is becoming a contestant (and, hopefully, winner) on one of the TV game shows. Toward this goal, he's taken the first steps toward becoming a contestant: visiting Los Angeles to apply, completing a contestant-screening test, and taking part in a trial run-through of one of the new shows.

Cripps, a veteran of two periods of service with the military — the Army Air Corps for five years during World War II and the Army from 1950-54 — also completed two separate segments of transit service. He joined Key System as a driver in 1946, left four years later to re-enlist, then returned as a driver in 1957. He was attached to Emeryville Division during most of his years on the job.

Helping Cripps keep busy during his leisure years are members of his family. This includes wife Virginia and two children, Michael, 16, and Michelle, 13. The family has a home in Livermore.

Newark Division drivers Top the two-month tally

Two-month safety totals spot-light Newark Division drivers, who excelled in the safe driving standings during both April and May. May's tally credits Newark drivers with an average of 33,274 miles per chargeable accident, while April figures showed them in an even better light — 49,953 per mishap.

All three other divisions also met April's safe driving goal of 13,250 miles per chargeable accident, with Emeryville averaging 17,698; Seminary, 15,652; and Richmond, 13,674. In May, Seminary drivers averaged 18,478 miles per accident, while Richmond tallied 15,600.

During the two-month period, AC Transit drivers as a whole registered 5,409,819 miles in serving passengers within the District.

New Employees

Anthony Arrington
Transportation
Richmond

Billy Beverly
Transportation
Richmond

Robert Brown
Transportation
Richmond

Sheila Burton
Transportation
Emeryville

Natale Cusumano
Maintenance
Emeryville

Ricky Dixon
Transportation
Richmond

Rudolph Dykes
Transportation
Richmond

Joyce Evans
Transportation
Richmond

Kenneth Harris
Transportation
Emeryville

Mohammad Iqbal
Transportation
Richmond

Debra Jackson
Transportation
Richmond

Phillip John
Transportation
Emeryville

Jason Jones
Transportation
Seminary

Arletha Larkins
Transportation
Richmond

Carolyn Lassiter
Transportation
Emeryville

Maurice Long
Transportation
Emeryville

Charlotte Martin
Transportation
Richmond

Yvonne May
Transportation
Richmond

Carol McClendon
Transportation
Richmond

Danny McGee
Maintenance
Richmond

Alice Morris
Transportation
Seminary

Beverly Porter
Transportation
Emeryville

John Siedentopf
Transportation
Emeryville

Daniel Tating
Transportation
Emeryville

Gwendolyn Turner
Transportation
Emeryville

FARE REVENUE-SERVICE MILES

	Apr. 1980	Apr. 1979	% Change
Fare Revenue			
East Bay	$992,087	$948,461	4.6
Transbay	856,652	858,827	−.3
Fremont/Newark	38,392	30,532	25.7
Contract Services: (1)			
BART Express	67,669	48,918	38.3
Concord	15,691	11,950	31.3
Pleasant Hill	1,863	1,856	.4
Moraga/Orinda	6,303	4,451	41.6
Pittsburg/Antioch Brentwood	6,024	3,698	62.9
Total	$1,984,681	$1,908,693	4.0
Service Miles			
East Bay	1,377,329	1,326,782	3.8
Transbay	787,673	749,795	5.1
Fremont/Newark	151,782	130,537	16.3
Contract Services: (1)			
BART Express	210,365	203,432	3.4
Concord	57,338	54,473	5.3
Pleasant Hill	10,489	9,887	6.1
Moraga/Orinda	31,476	24,335	29.3
Pittsburg/Antioch Brentwood	34,584	32,802	5.4
Total	2,661,036	2,532,043	5.1

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

Transit trends and topics

MTC lauds AC Transit services during BART halt

June 13, 1980

Dear Mr. Nisbet:

Each year the Metropolitan Transportation Commission conducts a transportation awards program. Awards are given to individuals and organizations who have made outstanding contributions in support of public transportation. An awards jury of Bay Area residents familiar with public transportation selects winners from the nine Bay Area counties.

The jury this year decided to give special recognition to those organizations that provided special service during the closures of the BART Transbay Tube during 1979. We hereby present AC Transit with this special letter of recognition for such meritorious service.

On behalf of the Metropolitan Transportation Commission, I would like to extend my best wishes and appreciation for your outstanding efforts.

Sincerely,

James E. Self
Chairman
Metropolitan Transportation Commission

At an adjourned regular meeting May 28, the Board of Directors:

- Approved providing service to East Bay Regional Parks from June 15 through September 6, contingent upon subsidy to help defray costs, on motion of Director Fajans.
- Approved minor re-route of Line K-San Francisco-East 14th St., on motion of Director Fajans.
- Terminated March 28, 1973, joint powers agreement with MTC, BART, and Contra Costa County as prelude to study of public transportation requirements in areas of Contra Costa County, on motion of Director Fajans.

* * *

At a regular meeting June 11, the Board of Directors:

- Approved separate actions regarding bids received in connection with purchase of office machines and equipment and authorized General Manager to participate with Regional Transit Association in joint purchase of automotive shock absorbers, on motion of Director Bettencourt.
- Adopted list of principles, dated June 11, 1980, governing pending service agreement with Central Contra Costa Transit Authority and authorized transmittal of letter outlining these principles to the CCCTA Chairman, on motion of Director Bettencourt.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St Oakland California 94612
Telephone (415) 654-7878

BOARD OF DIRECTORS

WILLIAM E BERK	President
Ward II	
ROY NAKADEGAWA	Vice President
Director at Large	
RAY RINEHART	Director at Large
MICHAEL H FAJANS	Ward I
JOHN McDONNELL	Ward III
WILLIAM J BETTENCOURT	Ward IV
JEAN A HOLMES	Ward V

MANAGEMENT

Robert E Nisbet	General Manager
Lawrence A Rosenberg	Assistant General Manager for Administration and District Secretary
Robert J Shamoon	Assistant General Manager for Operations
Richard H Bertz	Maintenance Manager
Gregory L Ford	Administrative Projects Manager
Nathaniel A. Gage	Executive Assistant for Financial Management
Ozro D Gould	Risk and Insurance Manager
John A. Krajcar	Purchases and Stores Manager
Donald S Larson	Research and Planning Manager
Billy S Lyle	Personnel Manager
Richard W. Meier	Attorney for the District
Mike Mills	Marketing Manager
Stanley O Pearce	Superintendent of Safety
Warren E Robinson	Transportation Engineer
John W Rose Jr	Affirmative Action Coordinator

- Adopted resolution giving notice of election on Tuesday, Nov. 4, 1980, to select three Directors, on motion of Director McDonnell (See story, Pg. 3)

* * *

At an adjourned regular meeting June 18, the Board of Directors:

- Convened public hearing to solicit citizen comment on proposed fare increases.

AC Transit
Latham Square Building
Oakland, California 94612

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Vol. 23 No. 1-2 JULY-AUGUST, 1980

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT FOR THE GOOD OF YOUR COMMUNITY

Volume 3 Number 4 OAKLAND, AUGUST 1960

Board of Directors Approves Official District Emblem; Replaces Key Symbol

A new transit emblem to replace the long-standing insignia of Key System Transit Lines was adopted this month by the transit board of directors.

The emblem will first appear on East Bay buses October 1 when the district is scheduled to take over the private company and commence operation of a publicly-owned system.

The new insignia, consisting of a wing partly encircled by an oval disc, was designed to imply a sense of motion and speed. In the center of the disc, the initials of "A C Transit" represent the first letters in the names of the two East Bay counties in which the district will operate.

Vice President William J. Bettencourt, chairman of the Public Information Committee which recommended adoption of the emblem, said his group attempted to present a design that would suggest a "snappy, new-look in transit."

The public may prefer to call the district "A C Transit," he added, instead of its lengthy official name.

Selection of colors for district equipment is still under study, Bettencourt reported.

Winged symbol is twenty years old

Our 'Stockholders' Write

Recently, my handbag was lost on bus 34 going to Jack London Square. I'm writing this letter to congratulate you on the fine performance and the courteous treatment by Drivers *E. T. Deets* and *O. M. Lee.* They are very fine gentlemen, for Mr. Deets took the time to call in and locate my handbag. Mr. Lee then returned it to Division Four.

I appreciate the kindness, and I surely am very grateful.

Mrs. Thomas Pugh
Piedmont

* * *

I have been riding the N Line to San Francisco for some time, but lately, due to the gas crunch and more people taking the bus, the line has become very crowded in the morning and evening.

Lately, when I get on the bus in the morning, I have had to stand. I find it very difficult trying to hang on with hands full of packages and being jostled by other standees. By the time I get to work, I'm ready to fight.

Please, please, do something to relieve this situation.

Barbara Bakeman
Oakland

(Ed. Note: Limited resources have prevented us from responding as quickly as we would have liked to crowded loading conditions which have inconvenienced you and other peak-hour patrons on this line. However, effective June 16, some additional equipment and operators became available, allowing us to schedule several more commute-hour trips on Line N during the summer months.)

I was a passenger on the 51 bus and was pleased with attention I received from the driver, *Lucius Lee.* He was most patient with old people (and I am one of them, 95 years old), courteous, and I would say a careful driver. I am happy to recommend him as outstanding.

Rebecca Lubin
Berkeley

* * *

I am a regular rider on your AC Transit buses. I, and many other people who ride on these buses, are sick and tired of the radios playing full blast.

I realize the bus drivers have their hands full and do not like to get involved, but it is extremely nerve wracking. And the people playing the same are very nasty, mean, and hateful; and, of course, could start trouble at the drop of a hat.

I have told them to turn the radios off and have taken all of their guff. I do not feel that I should have to do this. It would be my suggestion that the bus driver at least tell these people when they get on the bus with their radios to please not play them while they are on the bus.

Leona Dale
Oakland

(Ed. Note: Violations of the rule against radio-playing is an increasing irritation to many patrons. Drivers are instructed to discourage, verbally, such rule violators, though we recognize that many of these inconsiderate people tend to ignore all such warnings. Therefore, we are now developing programs to assist drivers in dealing with such problems and to ease situations which divert their attentions from their primary task — providing riders safe and speedy trips.)

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STUDIES LIBRARY

New Three-year contract

AUG 21 1980

Union, District reach accord

UNIVERSITY OF CALIFORNIA

Negotiators for the District and Amalgamated Transit Union Local 192 hammered out details of a new labor contract which took effect July 1.

Major provisions of the new pact include a modified cost-of-living-adjustment formula which provides quarterly wage increases linked to the rate of inflation, but includes quarterly and annual limits.

Meets wage guidelines

The modified formula keeps the annual rate of increases in line with the eight-and-a-half percent wage guideline suggested by the regional Metropolitan Transportation Commission, and also with Federal wage guidelines suggested by President Carter.

The contract adjusts drivers' hourly earnings by 23 cents from a previous base wage of $10.39. Mechanics' wages rise to a range of $10 to $12.50 an hour. Clerical and other employees also will receive cost-of-living adjustments.

Another new contract provision provides for the employment of part-time bus drivers who will work two to five hours on weekdays only, to supplement the full-time work force.

Other benefits

This and other new provisions are expected to yield greater productivity, while still others give employees improved fringe benefits, including: a vision care plan; improved dental care plan and prescription drug plan; the option of selecting an additional health maintenance program; and an increase from $6,100 to $10,000 in individual coverage under the life insurance program provided by the District.

The new agreement, ratified by an overwhelming majority of union members, is expected to cost an estimated $12.4 million over a three year period. The contract expires June 30, 1983.

"This pact proves that collective bargaining can and does work at AC Transit," said William E. Berk, President of the Board of Directors. "It took weeks of tough negotiation, but we've arrived at an agreement with which everyone can live — labor, the District, the taxpayers and the bus riders."

Monthly Pass sales were brisk in July — despite the onset of Summer, with its usual reduction in transit usage. About 4,300 local riders bought Passes (500 more than were sold in June); and another 2,800 Transbay commuters bought the "show-and-go" cards (200 more than in June).

District will test Latest technology In fare collection

Features of an electronic fare collection system — authorized for trial use on AC Transit buses by District Directors at their June 25 meeting — give promise of solving some current, serious problems with onboard fare collection, counting, and compiling of necessary passenger data.

There are several problems that now plague the present fare collection system. Existing fareboxes, for instance, were not designed to accept paper money, while more and more passengers have begun presenting $1 bills as fare. This leads to collecting snarl-ups and to added workload in Treasury's sorting, counting, and bank-depositing stages.

Another weakness of the current fare collection system is that it is out-of-step with present accounting needs and fails to provide the detailed passenger data that is now a federal requirement.

The new system would be installed in a three-phase program, with the first phase scheduled for Fiscal 1980-81.

What the Press is saying about transit

EASTBAY TODAY

Good news from AC Transit

Given the history of recent labor troubles at public transit agencies, it is a welcome change to see AC Transit reach a new contract without a strike.

The expiration of the last two AC Transit contracts was accompanied by lengthy strikes. Recent months have also brought strikes by BART workers and by transit workers in New York and Los Angeles.

The result is that confidence in the reliability of public transit is eroding, despite the fact that the energy crisis is making the need for buses and subways more critical than ever.

The AC Transit contract, as company chief negotiator Robert J. Shamoon said, "is an example of the collective bargaining process at work." Both sides gave a little, the union most notably giving up its request for full cost-of-living wage increases, to arrive at a settlement which both sides perceived as fair.

We hope this will set a precedent for other transit agencies. But the fact remains that if other transit agencies do not follow AC Transit's example, the public has little choice but to suffer. There is still no mechanism for preventing strikes in the transit industry.

We urge the legislature to go to work on this problem. It can be discussed much more dispassionately when there are no transit strikes taking place.

Obviously, contracts agreed to in negotiations are preferable to settlements imposed by arbitrators or other outside parties. However, some sort of law is needed to insure that reliable transportation will be available, as well as to assure that transit workers are treated fairly.

In fact, if such a law existed, that in itself might be an incentive to both sides to settle on their own.

Board gives green light To Oakland shuttle route

A new route that will speed shoppers and others around downtown Oakland has been approved by Directors for implementation in early November.

The proposed route — dubbed for planning purposes the "downtown shuttle" — will connect the central business district with Jack London Square, county and state offices near the Oakland Museum, Lake Merritt, and the financial and shopping activities near Kaiser Center.

Shuttle buses will operate in a circular route via Broadway, the Embarcadero, Oak and Madison Streets, and 20th St.

Early August is file date

Candidates for three seats on AC Transit's Board of Directors were to meet an August 8 deadline for filing nomination papers and qualification statements. These seats will be filled in the November 4 General Election, and the successful candidates will serve four-year terms beginning January 5, 1981.

The election will determine who will represent residents of Wards I and II and who will serve a District-wide constituency as a Director-at-Large.

The AC Transit Board is a seven-member body which establishes policies for the System's bus operations throughout the East Bay.

Program will help in serving the disabled

A new three-hour training program for drivers will emphasize both the human relations aspects of effectively serving elderly and disabled persons, plus the mechanics of using new handicapped lifts. Training is expected to get underway in mid-August.

Board approval of contracting with an outside firm to present this driver sensitivity program came on June 25.

The first part of the program will provide drivers with information — via film, slides, and other training techniques — on how to recognize various kinds of disabilities and types of apparatus used as mobility aids by the handicapped. Accompanying this will be instruction in positive methods for handling sensitive situations which might arise in serving such special-needs patrons.

A core group of 600 drivers will be trained initially, with a step-up in training tempo occurring at the end of January, 1981, when new lift-equipped buses begin arriving and become available for use in the program and in transit operations.

Target date for completion of the training is March, 1981. Such driver training programs are now required by the federal government of transit organizations which receive public funds.

Bond debt to be paid off During September ceremonies

Final payment on the $16.5 million bond issue which launched AC Transit operations two decades ago will be marked with ceremonies tentatively set for early September.

Ceremonies will include Bank of America's acceptance of a check for $1.4 million — last payment on bonds issued at the then-favorable interest rate of 3.19932 percent.

Proceeds from that bond issue purchased all operating assets of the Key System, the District's predecessor (for $7.5 million); purchased new "Transit Liners" ($7.68 million); funded refurbishment of gasoline-powered coaches, and their conversion to diesel power ($360,000); and paid one year's interest, plus miscellaneous capital expenditures (about $1 million).

Employees garner promotions in Transportation, Finance

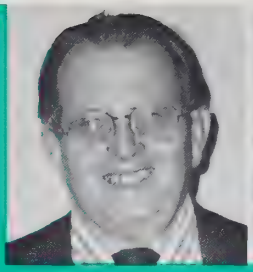
Promotions to positions of higher responsibility have been earned by employees in two AC Transit departments.

Assuming positions as Assistant Superintendents, Transportation Department, are *Howard L. Jeffries* (Seminary Division) and *George J. Mondragon* (Richmond Division). Jeffries previously served as a Central Dispatcher, while Mondragon was a Transportation Supervisor.

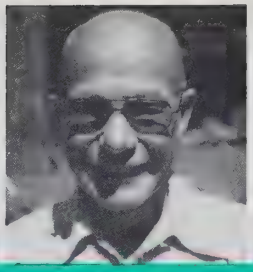
Meanwhile, the ranks of Transportation Supervisors were increased by the promotion of seven former drivers into this position. They are *James R. Cater, Frederick M. Yells, Eugene Brown, R. L. Pelton, R.W. Johnsen, G.P. Wykoff,* and *Herbert Ford.*

Finance Department, General Office, reports the promotion of *Irene Bieneman,* formerly a Senior Clerk in Maintenance Department, to Assistant Payroll Supervisor.

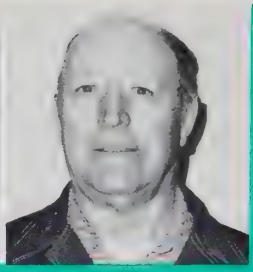
THE COVER — This reproduction of the actual cover of the August, 1960, *Transit-Times* marks the 20th anniversary of the now familiar winged symbol which was adopted to replace the insignia of Key System Transit Lines. Being a watershed year in the history of East Bay public transportation, 1960 will be more fully noted in a special edition of *Transit-Times* which will be published in October, 1980, to mark the actual start-up of AC Transit bus service. Though the passage of two decades may have wrought startling changes in the world, the winged symbol on buses remains, still representing reliable transportation to many thousands.



Harold Fell



Julian DeWatney



Philip Nelson

Retirement life begins for three

Harold W. Fell, superintendent of schedules, didn't linger long in the Bay Area once his retirement, after 18 years of service, became official. He and wife Ruth are now living in the home they built a few years ago atop a ridge in an historic section of the Gold Country, six miles from Colfax. The general area, Fell says, was once a center of hydraulic gold mining.

Fell's immediate post-retirement plan is to add a room onto the house which will be devoted to the railroad memorabilia he has collected, including a seven-foot section of old track that he dug up while exploring along an historic road bed. The three-quarter acre site on which the Fells built will also have a backyard garden soon — another of Fell's planned retirement projects.

Fell, who joined AC Transit in 1962, assumed the position of superintendent of schedules in 1978 after working his way up the ladder in Schedule Department, including earlier stints as traffic checker, senior schedule analyst, supervisor of schedules, and assistant superintendent of schedules. Before entering the transit field, Fell was employed in the metal findings industry and operated his own hobby shop business for more than a decade. He saw World War II service in the Army Quartermaster Corps.

The Fells — parents of two, Jeanne and James, and grandparents of seven — sold the home in El Cerrito in which they had lived for 33 years before moving to their sugar-pine-studded retirement spread.

Though *Julian F. ("Dee") DeWatney* has retired as a Newark Division driver, he's resumed an earlier career — in real estate. He is now a resident of peaceful Pollock Pines, located within easy distance of Lake Tahoe, and he works a low pressure four-day week selling houses and land.

Before joining AC Transit as a driver at Emeryville Division in 1966, DeWatney had worked in real estate in Southern California for six years.

So far, DeWatney reports, what he likes best about retirement is "not having to get up at four in the morning". He also enjoys the more leisurely pace in an area which has attracted, he says, an interesting mix of working people, retirees, and week-enders. The home there that he shares with wife Bonnie and daughter Sandra, age 1½, is only a quarter-mile from a lake where DeWatney can fish for trout.

Married four years, the DeWatneys previously lived in Fremont. His family also includes his two grown daughters, Joanne and Nancy.

Likes clockwork

The skilled hands of *Philip J. ("Nellie") Nelson* will have more time from now on to put antique watches and clocks in working order since he's no longer working on diesel engines. Nelson had completed 23 years of Maintenance Department service at Richmond Division when he retired as a Mechanic AA.

(Continued on Page 7)

Another driver reaches 25-year safety milestone

CAKE AND CONGRATULATIONS — In a ceremony at Seminary Division July 16, Kenneth G. Carden accepted honors as AC Transit's thirty-second driver to receive the 25-Year Safe Driving Award. Here, wife Dorothy helps him carve the cake which noted the milestone. Carden became a bus driver for Key System in 1950 after several years as a driver in Missouri. The Cardens are the parents of four.

More on retirement plans

(Continued from page 6)

Actually, his entire transit service totals about 40 years. He began working as a mechanic for Key System in 1944 (but left for other jobs) and had even worked before that for bus companies in Texas.

His hobby of figuring out the mysteries of antique timepieces began when he was eight-years-old, he says, and continues to absorb him today. He's got a houseful that he's collected, always has a backlog to work on, and even repairs old timepieces for antique dealers.

Nelson's hobby blends comfortably with that of his wife, Emily: she collects antique dolls. Their home in Fremont, needless to say, is full of examples of these yesteryear artifacts.

The Nelsons have a large family. Two of his sons, James and Laurence, are with Maintenance Department at Seminary Division. The other children are Charles, Anne, Robert, Joyce, and Margorite — plus 24 grandchildren and four great-grandchildren.

Bus ads aid youth cause

JOBS PUSH — Public service bus ad space donated by the firm of TDI Winston Network, represented here by Regional Manager Joe Hevia (center), promoted the summer jobs project backed by Oakland Mayor Lionel Wilson (left) and C. L. Johnson (right) of the National Alliance of Businessmen.

Bus-Way Ribbon Is Cut

General Manager Robert E. Nisbet, Director John L. McDonnell, Concord Mayor June Bulman and BART's Barclay Simpson and Keith Bernard (left to right) officiated at mid-July opening of expanded bus-way at BART/Concord.

ROADEO event will determine top driver

From a field of 31 drivers who signed up and qualified to vie in the event, AC Transit's top three drivers will be chosen in Bus Roadeo competition scheduled for August 23 at Golden Gate Fields. The District's competition will be a one-day event, with the highest numerical scorer winning this year's AC Transit title.

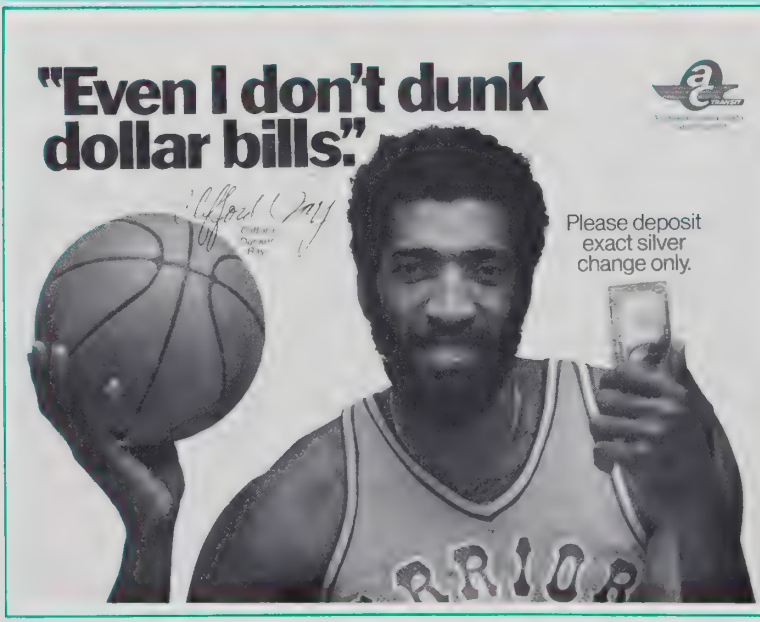
All three winners, however, will be competing in the regional Roadeo set for September 20 in Sacramento. The year's top Roadeo event — the nationals to be held in San Diego October 7, will feature the confrontation of winning drivers from across the United States and from some Canadian transit organizations. Winner of the nationals will receive a $1,000 savings bond.

According to *Cletus Benson* (Training), who is coordinating the AC Transit Roadeo, the System's top driver will receive a $150 savings bond; runner-up will get a $75 bond; while the driver in third place will receive a $50 bond. All three winners will also get trophies.

Threading the course

Sweating the numbers

SKILLS MARATHON — As these pictures from previous Bus Roadeos show, participating drivers not only face the challenge and strain of maneuvering their coaches through a demanding course (top) designed to check their accuracy in stopping, turning, and backing, but also suffer the suspense of waiting for score-tallying (bottom).



DUNKING DON'TS — Better-known for adroitly stuffing basketballs into the hoop, the Warriors' Clifford "the Dunker" Ray is assisting the District with an important message to riders: "Don't dunk dollar bills in fare boxes". The basketball star's advice is being carried in inside transit ad space — with a colorful reminder on the fare box, which gets overstuffed and clogged up on a regular diet of paper money.

Driver and retiree ranks reduced by several deaths

Two employees and four retirees died within recent weeks.

Lawrence L. Vadnais, 67, a driver at Seminary Division, died June 7 in Hayward. His span of employment with AC Transit and its predecessor company covered nearly 34 years.

Survivors include his widow, Martha Ann, and three sons: Lawrence, Chester, and Lyal. Vadnais was a resident of San Lorenzo.

Albert Demchek, 60, a driver at Emeryville Division, died May 13 in Emeryville. His transit employment dated from 1960.

Demchek was a resident of Concord. He left no immediate survivors.

Joseph E. Jodoin, 66, a retired Emeryville Division driver, died May 23 in San Francisco. He had completed 14 years on the job before his retirement in early 1978.

He is survived by his widow, Jean, and two children, Ritchie and Margie. His home was in San Francisco.

John F. Larson, 78, who was hired as treasurer-controller of the fledgling AC Transit District nine months before public purchase of the bus system from Key System Transit Lines, died June 16 in Alameda. Hired January 1, 1960, he supervised the changeover from a financial system in which almost everything still was done by hand, including bookkeeping. He retired in 1969.

Larson is survived by a niece, Agnes McCray.

Death came on June 23 to *Lucien Bulette, 74,* a former Seminary Division driver who had completed 24 years of service when he retired in 1968. He died at Kaiser Hospital in Hayward.

Bulette is survived by his widow, Virginia, and two sons Wayne and John. His home was in San Lorenzo.

Eugene V. Tannehill, 69, also a former Seminary Division driver, died July 3 in Oakland. His 23 years of transit service ended with retirement in 1975.

He is survived by a son, Roger Tannehill, and a daughter, Carole B. Jack. Tannehill lived in Oakland.

Board Actions

(Continued from back page)

- Adopted resolution authorizing agreement between Alameda-Contra Costa Transit District and Amalgamated Transit Union, Division 192, and granting all non-union employees increase in basic compensation and extension of fringe benefits, on motion of Director Rinehart (see story, pg. 3).

* * *

At an adjourned regular meeting July 24, the Board of Directors:

- Authorized Board members and up to four staff members to visit General Motors Corp. and Grumman Flxible Corp. manufacturing facilities, on motion of Director Bettencourt.
- Authorized General Manager to advertise and seek bids for purchase of 250 electronic fare boxes, on motion of Director Rinehart (See story, pg. 3).
- Authorized Board members to participate in APTA Annual Meeting in San Diego October 5-9, on motion of Director Bettencourt.
- Authorized General Manager to negotiate with owner of Latham Square Building a 90-day option for purchase of property, on motion of Director Rinehart.

Authorized one District representative to participate in conference on State and Regional Roles in Public Surface Transportation in Cambridge, Mass., August 17-21, on motion of Director Bettencourt.

- Authorized General Manager to participate with Regional Transit Association in procurement of Printing Paper Products, on motion of Director Bettencourt.

New Employees

Charles Bolden
Maintenance
Richmond

Doris Cannon
Transportation
Seminary

James Castleberry
Maintenance
Richmond

James Clark
Maintenance
Emeryville

Marcella Davis
Transportation
Seminary

James Fletcher
Transportation
Emeryville

Andrew Harris
Transportation
Seminary

John Jamerson
Transportation
Richmond

Helen Johnson
Transportation
Emeryville

Kevin McDowell
Transportation
Seminary

Anna Moore
Transportation
Seminary

Vallient Moore
Transportation
Richmond

Sam Morris
Transportation
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McClinton Palmore
Transportation
Emeryville

Leroy Phillips
Transportation
Emeryville

Karl Reid
Transportation
Seminary

Arthur Richardson
Transportation
Seminary

James Rivers
Transportation
Seminary

Rueben Sanders, Jr.
Maintenance
Emeryville

Victor Smith
Maintenance
Richmond

Catherine Surgent
Transportation
Richmond

Rosemary Thomas
Transportation
Emeryville

Naomi Tyler
Transportation
Seminary

David Vaughns
Transportation
Richmond

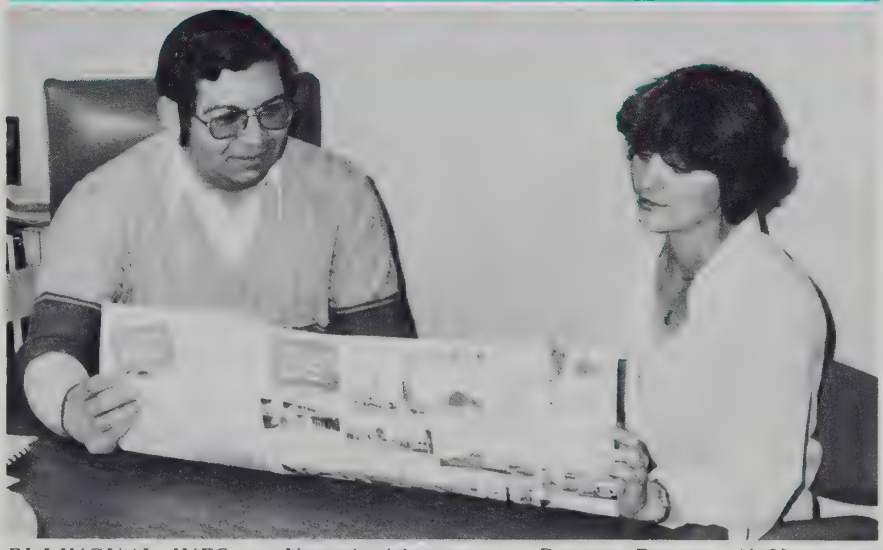
Charles Walker
Transportation
Emeryville

FARE REVENUE-SERVICE MILES

Fare Revenue	May, 1980	May, 1979	% Change
East Bay	$996,125	$1,087,616	−8.4
Transbay	833,044	924,402	−9.9
Fremont/Newark	38,298	36,760	4.2
Contract Services: (1)			
BART Express	67,941	63,571	6.9
Concord	15,579	15,921	−2.1
Pleasant Hill	1,735	2,613	−33.6
Moraga/Orinda	6,761	7,353	−8.1
Pittsburg/Antioch/ Brentwood	6,068	5,041	20.4
Total	$1,965,551	$2,143,277	−8.3
Service Miles			
East Bay	1,390,018	1,369,981	1.5
Transbay	789,999	775,686	1.8
Fremont/Newark	150,932	136,223	10.8
Contract Services: (1)			
BART Express	212,725	213,015	−.1
Concord	56,477	57,542	−1.9
Pleasant Hill	9,912	10,193	−2.8
Moraga/Orinda	30,318	25,828	17.4
Pittsburg/Antioch/ Brentwood	33,148	35,398	−6.4
Total	2,673,529	2,623,866	1.9

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

FOCUS: Transit People and Projects



BI-LINGUAL INFO — Newark Administrative Services Director Al Huezo and Account Clerk Lida Ossa aided in preparation of Spanish-English brochures on AC Transit's new service in Fremont-Newark.

Actions of the Board

At an adjourned regular meeting June 25, the Board of Directors:

- Awarded contract to Bricker-Mincolla for furnishing lightweight uniform trousers and slacks, subject to compliance with specifications and bid documents, on motion of Director Rinehart.
- Adopted resolution establishing a new fare structure, specifying a 10-cent elderly and handicapped rate and a 10 percent discount on Monthly Passes, on motion of Director Fajans.
- Adopted resolution authorizing the District to place certain monies derived from taxes and subsidies into "restricted funds" earmarked for specific uses, on motion of Director Rinehart.
- Approved amending Fiscal Year 1979-80 Operating Budget to add the line item, "Improvement Allowance" in the amount of $2,500,000, and approved interim operating estimate for Fiscal Year 1980-81, on motion of Director Rinehart.
- Authorized General Manager to solicit bids for electronic fare collection system to be purchased from "restricted funds", on motion of Director Rinehart.
- Authorized General Manager to negotiate and execute contract with Parker Productions to present a Driver Sensitivity Training Program, on motion of Director Fajans.

* * *

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St. Oakland, California 94612
Telephone (415) 654-7878

BOARD OF DIRECTORS

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Ward II
ROY NAKADEGAWA ..... Vice President
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RAY RINEHART ..... Director at Large
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JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

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Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Maintenance Manager
Gregory L. Ford ..... Administrative Projects Manager
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Richard W. Meier ..... Attorney for the District
Mike Mills ..... Marketing Manager
Stanley O. Pearce ..... Superintendent of Safety
Warren E. Robinson ..... Transportation Engineer
John W. Rose, Jr. ..... Affirmative Action Coordinator

At a regular meeting July 9, the Board of Directors:

- Authorized travel of General Manager to APTA Legislative Conference to be held in Washington, D.C., on July 14, on motion of Director Bettencourt.
- Adopted resolutions authorizing filing of applications with Department of Transportation for operating assistance grants, on motions of Director Rinehart.

(Continued on Page 9)

AC Transit
Latham Square Building
Oakland, California 94612

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Vol. 23, No. 3 September 1980

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
OCT 20 1980
UNIVERSITY OF CALIFORNIA

Top three take Roadeo honors

Our 'Stockholders' Write

This letter is to draw attention to Operator 327 *(Lucius Lee, Jr.)* for his exemplary conduct.

While on his bus, two juveniles boarded, shouting profanities, being generally rude and offensive to me and other passengers. Rather than ignoring the situation (for their own safety I can understand why a driver would simply tolerate trouble), the driver proceeded to the rear of the bus and verbally silenced the teenagers.

I greatly appreciated his personal interest in the safety and comfort of his passengers. I wish also to comment on his most pleasant welcome when not only I, but everyone, boarded his bus.

M. Perusina
Alameda

* * *

I have called your company many times to complain about the bus service or about a bus driver's behavior. This time I am writing in praise of your bus driver on the 37 morning bus to Merritt College. The driver's name is *Walter Scott;* he is polite and pleasant. His "No Smoking" requests are pleasant but positive and firm, and the result is always cooperation.

Several instructors and students at Merritt College suggested that someone write to AC Transit about Mr. Scott. I am writing because I do not own a car and have been riding buses for 20 years.

Again, I wish to mention what a great pleasure it is to ride with Mr. Walter Scott, and to point out that you should have more bus drivers like him.

Wilcia Moore
Berkeley

I would like to commend one of your driver's ability during a potentially hazardous situation.

It was on Interstate 80 when the express bus from San Francisco to Berkeley via University had a tire blow out. We were in the far left hand lane when the tremendous explosion oc curred. People were thrown about only a little (those standing); those seated were only jerked awake from their reveries.

The driver *(H.B. Richardson)* kept the bus in its lane, slowed down to a near stop (possibly to survey passenger damage), then made his way carefully across the crowded lanes to reach the right hand side of the freeway.

Please let it be known to this gentleman's superiors that when the bus rolled to a halt, the passengers gave him a strong, well-deserved round of applause. To say the least, we were thankful for his firm hand on the wheel.

Thank you for employing the best.

Kristine Bybee
San Francisco

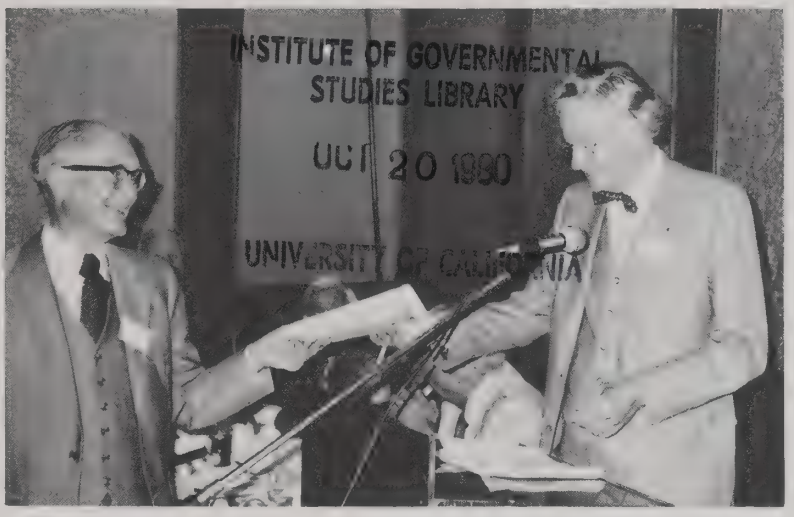
* * *

I'm a new resident of Oakland. I take mass transportation quite a lot. So I'm used to all different kinds of bus drivers, and I can tell you I've met some gems in my time, but there's one bus driver here in Oakland that is "cream of the crop". His name is *Curtis Parker.*

Every morning he greets you with a smile and a friendly "good morning". He announces all stops and always is willing to help you. He's just an excellent bus driver, plus a terrific human being.

Diane Scott
Oakland

Check ends 20-year obligation



FINAL BOND — General Manager Robert E. Nisbet (right photo) hands representative final bond to Bank of America's Howard Prosser at this month's bonds retirement luncheon. Among speakers at the event was Alameda County Superior Court Judge Robert K. Barber (bottom photo), president of the Board of Directors in 1960.

Luncheon ceremonies marking the final payment on $16.5 million in AC Transit bonds issued 20 years ago were held September 2.

The bonds, approved Oct. 20, 1959, by voters in the communities between El Cerrito on the north and Hayward on the south, enabled AC Transit to purchase Key System. They also provided funds for new equipment to launch AC Transit service on Oct. 1, 1960.

Representatives of Bank of America accepted the check for $1,410,038 from General Manager Robert E. Nisbet. The event, according to Board President William E. Berk, "marks an historical moment in public transit in the Bay Area."

The luncheon in Oakland was attended by many of the citizens and community leaders who had assisted in passage of the bond issue.

The original bonds were issued at the then-favorable average interest rate of 3.19932 percent. The $16.5 million raised was allocated by committing $7.5 million for Key System assets; $7.68 million for new buses; $360,000 for conversion of gasoline-powered equipment to diesel; and $1 million for one year's interest, miscellaneous capital expenditures and general expenses.

Directors set a property tax rate for the current fiscal year of .003 cents per $100 assessed valuation in Special Transit Service District 1 — the urban area between San Pablo and Hayward.

This rate was adopted August 27 to pay principal and interest on bonded indebtedness incurred by voters in 1959 to create AC Transit. The assessment enabled AC Transit to make final payment on the bond issue earlier this month.

This is the last assessment on property to be levied by the District — and the only one allowed Directors after passage of Proposition 13 in 1978.

Maintenance/Stores will share new facility

MAINTENANCE SITE — AC Transit has purchased 11 acres in East Oakland to develop a central warehouse and maintenance facility. The property, located at East 14th St. and 105th Ave., is currently being used as a General Motors parts center.

AC Transit has purchased part of the General Motors Parts Facility in East Oakland for use as a central warehouse and maintenance facility.

The nearly 11 acres acquired on East 14th St. and 105th Ave., for $1.6 million includes a two-story office building and a 57,000 square-foot warehouse. Modest expansion is planned to better accommodate heavy maintenance work — overhauls of engines and transmissions and major electrical repair. This is presently being done at the crowded Emeryville facilities.

The move to develop and expand the maintenance and stores capabilities is aimed at improved efficiency as part of the Five-Year Plan.

The site was purchased after a year-long survey of potential locations throughout the urban East Bay, according to General Manager Robert E. Nisbet. Use of the site is expected to begin by the end of this year.

Four retirees and Emeryville operator meet deaths

The deaths of four retirees and a driver have been reported.

Virginia R. Gamble, 81, who was a clerk in accounting when she retired in 1965, died August 29 in Alameda. Her transit employment began in 1943.

A resident of Alameda, Mrs. Gamble is survived by a son, Edward Gamble; a daughter, Virginia Bower; three grandchildren and two great-grandchildren.

Walter Bergman, 56, who had completed 22 years as a driver when he retired from Seminary Division early this year, died at his Oakland home August 23. His transit employment began in 1958, a year after he moved to the mainland from his native Hawaii.

He is survived by his widow, Nola, and daughters, Wanda, Lynn, and Shelley.

Howard Burch, 49, a former driver at Emeryville Division, died July 18.

Burch's retirement came in 1977 after he had completed 11 years of service. His home was in Walnut Creek.

Janet R. Willkom, 72, who retired in 1970 from a position as data processing clerk, died July 12 in Oakland, where she made her home. At the time of retirement, she had completed 24 years of transit service.

She is survived by a sister, Ann G. Sherlock.

Eldridge A. Thibeaux, 45, a driver at Emeryville Division, died July 23 in Oakland. He had completed 13 years of service.

Thibeaux is survived by his widow, Trinail, and three children — Andrea, Donna, and Eldridge, Jr. The family home is in Oakland.

Anniversary supplement *October 1, 1980*

20 Years of Service

AC TRANSIT

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

The Challenge

The Equipment

The people who do the job

What the Press was saying about transit

20 years ago

Saturday marks a new and hopefully better era in the history of transportation in Alameda and Contra Costa counties.

At one minute past Friday midnight, the Alameda-Contra Costa Transit District—to be called AC Transit for short—takes over the Key System.

The historic changeover ends 97 years of various private ownerships and types of transport ranging from horse cars to diesel buses.

Saturday will mark the first day that the public has ever owned and operated its own transportation system in Metropolitan Oakland. The voters passed the bond measure necessary to buy out Key System on the recognition that fast transit is vital to the area. They judged it a public service that must be maintained, despite its costly initiation.

But even though the public has provided the means, it also faces further responsibility. It must support this new service to its fullest extent. After all, the public has an investment to protect.

Oakland Tribune

With the passing of the Key System, the transportation future of the East Bay cities takes on a new look. Brand new buses of a modern design—$7,700,000 worth—have been ordered, and many will soon be rolling into service. The two county district promises new routes, some into areas heretofore neglected.

It can be expected that the public will demand improvements in service, shorter intervals between buses, faster running times, and more courteous drivers.

One thing seems to be certain. The people who created, by vote, the two county transit system want the district to be operated on a business-like basis while mindful of the vital community function it performs. With reasonable public support the system can be self-sustaining.

The future of East Bay public transportation appears to be bright. Indeed, it can be hoped that the East Bay transit district can become the world's finest metropolitan transit system.

San Leandro Morning News

10 years ago

Without AC Transit service, Eastbay auto traffic perhaps would be at a virtual standstill.

The disadvantages of extensive use of autos are well documented: They are an inefficient mover of people, poison the air with exhaust fumes, occupy land which otherwise could yield substantial tax revenues and make life hazardous for pedestrians.

An effective transportation network requires a large number of alternative modes of travel. Planners call it "a good transportation mix."

AC Transit has provided a valuable balance to the transportation needs of the Eastbay.

Ten years ago this week AC Transit went into the local bus business, taking over a company that traced its corporate roots back to horsecar and steam passenger trains in Oakland.

Today, the people of the Eastbay have one of the most modern and well-managed bus systems in the nation, one that has become a model.

Good management has been a major reason. But the people of the Eastbay should receive most of the credit.

Oakland Tribune

Events, prizes mark anniversary

AC Transit lighted the 20th candle on its "birthday cake" Wednesday, October 1, with a series of anniversary activities and events for bus riders, District employees and the many East Bay residents and taxpayers who supported the system over two decades.

To mark the occasion, two buses inherited by AC Transit when voters elected to buy out Key System, the District's predecessor, were restored to their original appearance — the green and orange colors which disappeared from East Bay streets two decades ago.

During the anniversary observances, these veteran buses operated again on many of the routes in the urban East Bay which they, and others of their vintage, once served regularly. Each carried graphic displays depicting the many and varied facets of today's publicly-owned bus system.

Cake and Contest

AC Transit's Board of Directors and District personnel planned to note the passing of this anniversary with a number of "in-house" events, including the cutting of a traditional "birthday" cake during a regular board meeting October 1 at District offices.

A highlight of the 20th anniversary activities is the "Thank You" sweepstakes, open to AC Transit riders and all others throughout the East Bay.

Grand prize winner in this sweepstakes will "win a bus for a day" — choosing any Saturday or Sunday from November, 1980, to June, 1981 — on which to take up to 44 friends on a free trip anywhere within the District's operating area.

Second prize is one year's worth of free Monthly Passes to 20 sweepstakes entrants. Twenty additional entrants will be awarded November, (1980), Monthly Passes as third prize.

Drawing of the winning entries in the sweepstakes will take place at a regular board meeting October 15.

"Since we can't say thanks personally to everyone," said William E. Berk, President of the Board of Directors, "we'll offer these modest tokens of our sincerest appreciation and regard for our public."

"Thanks to them, it's been a great 20 years," Berk added, noting that AC Transit began in 1960 by buying 237 new buses, bringing the fleet size to 612 — enough to provide 45 million passenger trips that year. In the past year, with a fleet of 818 buses, AC Transit registered more than 70 million passenger trips.

On September 2, Directors joined community leaders and civic officials in retirement of the bonds which enabled AC Transit to go into operation October 1, 1960.

THE COVERS — Attempting to catch something of the spirit of 20 years of public service with a selection of pictures from among hundreds in the photo files results in a dilemma of choices — which to use, which to leave out. This two-cover spread represents photo choices made and the decision to cluster them within three groupings expressive of our issue theme. Thus, upper photos on the two covers represent aspects of the challenge that the System faces each day — passengers with widely varying transportation needs whose interests must be served as fairly and efficiently as possible. The middle grouping shows some of the equipment (including a long line-up of million-miler coaches) which, past and present, AC Transit has relied on to meet this challenge of service. The lower photos honor the wide-ranging work of hundreds of employees — drivers, maintenance specialists, supervisors, telephone information people, training and clerical personnel — whose contributions are vital to the functioning of the System.

20th Anniversary

AC Directors, General Manag

A mixture of pride and prudent concern seasoned the remarks of AC Transit's General Manager and Directors as the System prepared to celebrate its 20th anniversary.

The basic goal of 20 years ago — summed up by Director (and APTA Chairman) *John McDonnell* as "providing better service with better equipment" — may still be the same as in 1960; but achieving that goal now, interviewees indicated, is fraught with complications that are new. These include continually-rising costs, controls imposed by acceptance of government funding, and societal changes which have significantly affected every aspect of doing business — from passenger attitudes to personnel administration.

"There is a question about our ability to continue to be the masters of our own fate," according to General Manager *Robert E. Nisbet,* referring to pressures and restrictions tied to funding from outside sources — funding made necessary to offset loss of local property tax money.

Referring to this problem as one of "funding and control", Director *Jean A. Holmes* noted, "We have much less control over our own destiny than we used to have while we still must be responsive and responsible to our passengers."

She mentions bus procurement as an example: how does a System meet strict funding-source requirements for capital equipment while also assuring that new buses meet the individual needs of the specific system?

Director *Ray Rinehart* also makes reference to basic goals and the changes within two decades which have made the path to meeting such goals more tortuous:

"Our goal is the same: to serve the public's best interests within our economic ability to do so," he says. "But now, for example, all buses must have lifts. The problem becomes how to serve this segment of the public without disrupting service to other riders."

"NEW LOOK" BUSES — Welcoming the new fleet in late 1960 (right photo) were the Board of Directors (left to right): John McDonnell, William H. Coburn, Jr., William J. Bettencourt, Robert M. Copeland, and Robert K. Barber. McDonnell and Bettencourt still serve on the Board, and McDonnell is Chairman of American Public Transit Association. From 570 buses in 1960 (line-up shown above), the fleet now numbers 817, with 175 new Flyers expected in late 1980.

er reflect on past and future

Nisbet points to the requirement that at least one-third of operating costs come from the farebox as another example of complications arising from transit's contemporary funding/control dilemma.

"We recognize that our passengers should pay their fair share, but we must not lose sight of the fact that we are a public service. Strict adherence to an artificial level of farebox recovery can become self-defeating and should be looked at again at the federal and state levels."

The overall problem, Nisbet says, is that "the multiplicity of sources we look to for funding has become too cumbersome a maze, so we must work to simplify and unify these procedures, saving dollars by cutting through some of the red tape."

Relinquishment of local, direct control to state and federal funding sources is also a concern of *William J. Bettencourt,* who sees the matter in the light of AC Transit's ability to continue to maintain high standards of service. He notes the need also to encourage successful coordination of all transit properties to make public transit even more attractive to present and potential riders.

The System is better able to meet such contemporary challenges because of strengths developed, policies set, and decisions made over the past 20 years, a number of interviewees indicated.

Board President *William E. Berk* points with pride to AC Transit's expansion of service, consistent excellence in maintenance, and rallying of community cooperation and support in getting the transit job done.

Bettencourt believes the public was served well in the past by prudent use of local tax monies, when such still supported operations, and by "development of a modern and attractive fleet through yearly replenishment and high maintenance standards".

Rinehart is proud of the Board's action in establishing discount fares for senior citizens and then extending this benefit to peak hours.

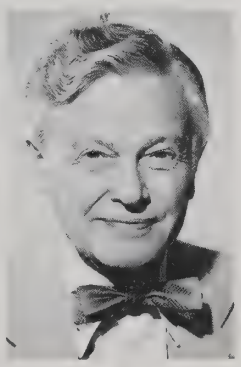
A key strength, according to McDonnell, is that "AC Transit's management is probably one of the tops in the country and viewed as such from a national perspective."

Director *Michael H. Fajans* points to AC Transit's good scorecard for reliability and for fielding an effective

(Continued on page 6)

SERVICE SYMBOL — Since the Key System logo was replaced by the new winged symbol (below, left) marking the public's ownership of a system whose roots reached back a century, policy-setting and decision-making have rested with a seven-member elected board and a General Manager. Today's Board members (below, left to right) are John McDonnell, Jean A. Holmes, Roy Nakadegawa (Vice President), William E. Berk (President), Ray Rinehart, Michael H. Fajans, and William J. Bettencourt. Robert E. Nisbet (below, right) was an original employee of the District who has been General Manager since 1978.

1960: A NEW LOGO



Robert E. Nisbet

Looking back and looking forward

(Continued from page 5)

force of drivers and maintenance people who "keep those buses running and on schedule".

Some present and future challenges, he feels, lie in the areas of funding, fare levels, bus procurement — "the hassle of simply getting a good bus" — personnel, and serving special needs passengers.

The personnel challenge, he explains, means "recognition of a changing labor force and changing laws to adhere to".

Handicapped access, Fajans continues, "represents a new concept for the transit industry; and AC Transit seems to be moving in a good direction in this area, working with the handicapped in the community and offering sensitivity training."

Several Directors referred to the challenge of serving suburban areas, which evolved from the proliferation and popularity of the automobile and whose streets were laid out for this mode of travel.

"It's a real problem to provide effective and efficient transportation there, but it's unrealistic in terms of cost and pollution for everyone in these areas to continue driving an automobile everywhere," Holmes says.

Referring to contract service areas, Nisbet sees a need for these communities to give serious consideration to annexing to the District:

"It is counterproductive and inefficient to have a proliferation of agencies in the two counties. On the other hand, we must assure the communities who join us that they will have a proper say in transit operations in their area."

Board Vice President *Roy Nakadegawa* sees this problem in terms of politics and planning.

"Suburbia — low-density sprawl — is the most inefficient in terms of providing transit, yet many politicians and policy makers with planning and funding power live there. Voters should give attention to where their representatives live and if they are voting too much in terms of their suburban self-interest."

More emphasis on center city development, including "in-filling" within presently deteriorated core areas, would boost use of public transit, with accompanying benefits in energy conservation and pollution control, Nakadegawa feels.

"These are areas where public utilities and public conveniences, including transit service, are already in existence," he says; "with in-filling, existing transit would grow in ridership, even in off-peak hours when it presently isn't being fully utilized."

A variety of other challenges to be reckoned with in AC Transit's third decade and beyond were listed by interviewees. These include:

- Working with schools, police, and other community groups to increase public awareness of its ownership stake in transit, to reduce vandalism, and to assure passenger/driver safety.
- Spurring increased use of transit by such efforts as getting large employers to encourage transit use by employees and by making transit easier and more efficient to use by special bus lanes, preemptive signaling, and better land use planning.
- Cooperating with other transit systems toward the common goal of reducing private automobile use and broadening the public's choices within the public transit alternative.

As to the latter, Berk feels that two factors are acting to increase the pool of potential transit users:

"They're turning to transit because of the cost of gas and because they're simply getting more oriented toward the idea of public transportation."

Summing up, Nisbet says that striving to achieve all these aims in the face of such uncertainties ahead "will require the efforts of all of us to meet the challenges of the 1980's".

Les Minear approaches 50th service anniversary

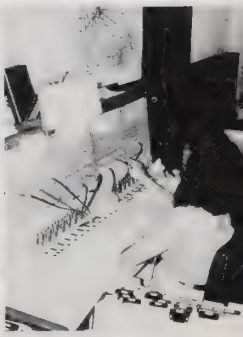
SENIOR EMPLOYEE — Assistant Superintendent Les Minear's recollections of serving East Bay riders goes way back — to November 18, 1930, when he was a high school student working as a collector on Key System trains. Thus, remembering only 20 years back, when buses bearing the AC Transit symbol first began to roll, is a cinch for this transit veteran. "I was working graveyard shift in Central Dispatch," Les recalls, "and when the buses pulled out just after midnight (October 1, 1960), I just couldn't help staring out the window at that bright new sign on the side." The photos show Les during two periods of his career — left, as a transportation supervisor; right, as assistant superintendent at the Transbay Terminal, displaying a bit of transit memorabilia.

Retiree "Tony" Sannazzaro marks 90th birthday

LONG-TIME RETIREE — One of the oldest and longest-term retirees on the pension rolls is Antonio "Tony" Sannazzaro, whose 90th birthday celebration (where these photos were taken) on September 21 featured the gathering of about 200 guests, including four generations of his family. The jovial Sannazzaro retired in 1951 from a long period of transit service which had begun on June 30, 1919. He was a Key System motorman first, transferred to motor coaches in 1935, and ended his working years as a ticket collector at the Transbay Terminal.

1960-1980

- Challenge
- Equipment
- People



Safety kudos precede Driver's retirement

Henry Deimler ended his long career as a driver with the added flourish of qualifying for his 30-year safe driving award. The third AC Transit driver (and the first from Richmond Division) to reach this safety milestone, Deimler looks back on 34 years of service, which began when he was assigned by Key System to operating streetcars.

During his 30 years without a chargeable accident, the statistics show that he carried approximately 2,574,600 passengers over more than 1,234,000 miles of city streets.

As a transit veteran, he can laugh now at his trepidation back in 1946 at the thought of having to maneuver "that big long streetcar".

"Get up front, sit on that little stool, ring the bell, and away we go," he remembers his instructor telling him. He did so, but made the switch to driving buses about a year later.

Retirement, he says, offers the opportunity of spending more time with his daughters, Patricia Ann and Connie Marie, both of whom are employed in the financial field. His family also includes Sons-in-Law Thomas and Raymond, plus Granddaughters Jeanna Marie and Kristiana Ann.

Deimler's home is in San Pablo.

New Health Plan offered

During an enrollment period which ended September 25, AC Transit employees signed up for a new health care program which stresses preventive medicine.

The Rockridge Health Care Plan offers fully comprehensive health benefits and enrollee use, if needed, of such local hospitals as Merritt and Children's.

Members will receive most of their health care services at Rockridge Medical Center, 420-40th St., Oakland.

SAFETY RECORD—Operator Henry H. Deimler, Richmond Division, receives congratulations for being the third AC Transit bus driver to achieve a 30-year-safe-driving record. Assistant General Manager Robert J. Shamoon (left) made the formal presentation at ceremonies August 22. The ceremony capped Deimler's long career as a driver which ended with retirement this month.

THE COVER — Coming out of August's Roadeo competition as kingpins among AC Transit drivers were (upper photo, left to right) E.E. Cooper (third), Harry Kurz (first), and William Gamlen (second). Then Gamlen (bottom photo, with Chief Training Instructor Cecil Gross) went on to win September's regional competition in Sacramento.

Granger takes Staff position

Pamela Granger

Pamela Granger brings to her new position as Project Coordinator a professional background gained during more than a decade of grants management experience in both the private and public sectors, including nine years with the City of Oakland.

An Oakland resident, Granger has a bachelor's degree from UC Berkeley and a master's in public administration from Cal State Hayward.

New Employees

Prentis Alexander
Transportation
Richmond

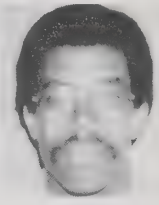
Nona Amey
Maintenance
Emeryville

John Arnett
PBX Information
Emeryville

Raquel Brown
PBX Information
Emeryville

Ivory Dorsey
Transportation
Richmond

Richard Farr
Transportation
Richmond



Eric Harris
Research & Planning
General Office

Allison Jones
Transportation
Seminary

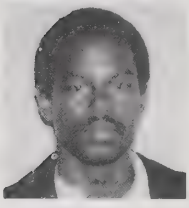
Nelson Jones, Jr.
Transportation
Emeryville

Tak Katayanagi, Jr.
Maintenance
Emeryville

Stella Lassey
Financial
General Office

Susan Maher
Maintenance
Seminary

Joyce Matthews
Transportation
Emeryville



Anthony Pree
Transportation
Emeryville

Eugene Respicio
Transportation
Seminary

Rebecca Reyes
PBX Information
Emeryville

Joel Stewart
Transportation
Seminary

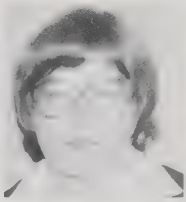
Laura Taylor
Maintenance
Emeryville

John Ting
PBX Information
Emeryville

Dorothy Vickers
Maintenance
Richmond

Leslie White
Maintenance
Seminary

Ronald Williams
Transportation
Emeryville



Anita Winkler
Research & Planning
General Office

David Yazhari
Research & Planning
General Office

Sharon Zangai
Transportation
Emeryville

FARE REVENUE-SERVICE MILES

Fare Revenue	June 1980	June 1979	% Change
East Bay	$903,622	$963,427	-6.2
Transbay	759,648	812,498	-6.5
Fremont/Newark	33,489	32,363	3.5
Contract Services (1)			
BART Express	65,834	56,141	17.3
Concord	11,615	11,838	-1.9
Pleasant Hill	1,860	1,854	.3
Moraga/Orinda	6,444	4,719	36.6
Pittsburg/Antioch/ Brentwood	4,962	4,083	21.5
Total	$1,787,474	$1,886,923	-5.3
Service Miles			
East Bay	1,316,721	1,301,396	1.2
Transbay	716,024	692,323	3.4
Fremont/Newark	160,303	130,712	22.6
Contract Services (1)			
BART Express	210,621	202,761	3.9
Concord	54,175	55,315	-2.1
Pleasant Hill	9,867	9,941	-.7
Moraga/Orinda	30,617	24,140	26.8
Pittsburg/Antioch/ Brentwood	34,408	32,802	4.9
Total	2,532,736	2,449,390	3.4

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

FOCUS: Transit People and Projects

NEW BUS — Maintenance Manager Richard Bertz and Operator A.L. Meeks check out a new General Motors RTS II coach, which features a high-back driver's seat, wide-visibility windows and a rear-door wheelchair lift for the handicapped. Tested in late August, it will be back for additional inspection in November.

Actions of the Board

At a regular meeting August 13, the Board of Directors:

- Authorized General Manager to solicit bids for copy machines, on motion of Director Bettencourt.
- Authorized General Manager to enter negotiations with owner of Latham Square Building toward possible purchase, subject to final approval by the Board; and to contract for engineer evaluation and initial environmental study in connection with proposed purchase of the property, on motion of Director McDonnell.

* * *

At an adjourned regular meeting August 27, the Board of Directors:

- Referred to management for evaluation bids received for furnishing printing paper products, on motion of Director Nakadegawa.
- Authorized travel of two management representatives to attend Regional Transit Training Center Seminar on Organizational Analysis September 14-17 in Salt Lake City.
- Authorized travel of two representatives to Seattle to study and evaluate procedures employed by Seattle Metro in utilization of part-time drivers, on motion of Director Rinehart.
- Authorized General Manager to solicit proposals for on-board survey to be conducted in District 2 in connection with Five-Year Plan Update and authorized contract with Crain and Associates for a project involving UMTA data requirements, on motion of Director Fajans.
- Adopted resolution endorsing transition plan related to federal requirements governing accessibility for the handicapped, on motion of Director Fajans.
- Adopted resolution establishing tax rate for Fiscal Year 1980-81 in Special Transit Service District 1, on motion of Director Rinehart. (See story, Pg. 3)
- Authorized General Manager to contribute $2,500 reward for arrest and conviction of assailant of Maintenance Business Agent for Amalgamated Transit Union Local 192 if evidence proves assault was job-related, on motion of Director Nakadegawa.
- Authorized sale of surplus automobiles, on motion of Director Bettencourt.

TransitTimes

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JOHN McDONNELL ..... Ward III
WILLIAM J BETTENCOURT ..... Ward IV
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Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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Anniversary: Old and new receive salutes

Our 'Stockholders' Write

I want to take this opportunity to praise one of your drivers with whom I had the distinct pleasure to ride during the two days that I spent awaiting a flight to the east coast from Alameda Naval Air Station.

Purely by chance I took one of your buses into town from the NAS, and the driver was Mr. *A.H. Weir.* Not only did he offer me every consideration as an out-of-town visitor when I asked questions about what I might want to see in Oakland (it was the first time I had ever spent time in your fair city), but he did the same with all passengers.

He waited patiently for elderly folks to get on or off his vehicle. He offered information about transfer points; he recognized daily riders and greeted them most courteously.

I have ridden the Metro Transit System in D.C./Maryland for about 20 years. In all of my years of local commuting, I never have met the likes of Mr. Weir. He is an asset to your transit system and should be a model for which all professional drivers in your system should aspire.

Captain Richard I. Meyer
USNR

* * *

Yesterday I left my purse on the 33 bus. I was alarmed to realize I had left my purse on the bus. I telephoned AC Transit. We were told to wait for the bus on the way back. We did. The driver, *R.B. Malone,* handed me my purse.

I asked if I could give him some money. He said, "No". This letter is to show my appreciation.

Ethel Mengel
Berkeley

Yesterday I gave the driver of the F bus (Berkeley to San Francisco) my transfer obtained on the 65 bus, plus 50 cents. He refused to accept the transfer and insisted I put in a total of $1. Thus, I paid 50 cents on the 65 and $1 minutes later on the F (total $1.50) to get to San Francisco.

This driver said that local transfers were not good at all on San Francisco bound buses. I would appreciate a copy of your policy in this regard in writing.

Bonnie Jean Baraff
Berkeley

(Ed. Note: AC Transit's policy for transferring from a local bus to a Transbay bus is as follows: passengers boarding a local bus must purchase Form 1200 (Transbay Transfer) from the driver. The portion of this form which the passenger retains must be deposited in the farebox of a Transbay bus. It must be used on the same day purchased, and it is valid only for the San Francisco trip.)

* * *

Last night at the busy time of 5 p.m. your bus driver, *J.D. Rose,* on the 913 from Oakland to Richmond, did an exceptionally nice deed.

As he was rounding the corner, an old white haired lady slipped and fell in the crosswalk. He stopped and gently lead her to safety on the other side of the street.

I know he is on a tight schedule to make all stops on time, but there wasn't anyone minded his taking that minute to help. In fact, the bus seemed to be joined into a fellowship even though the passengers were tired.

Ann Patton
Pinole

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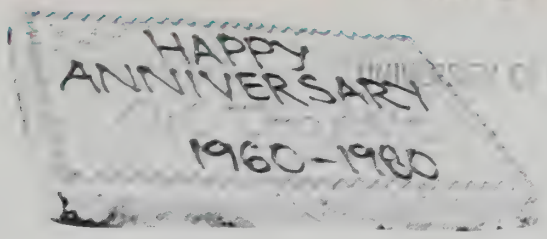
Two decades of service celebrated

NOV 17 1980



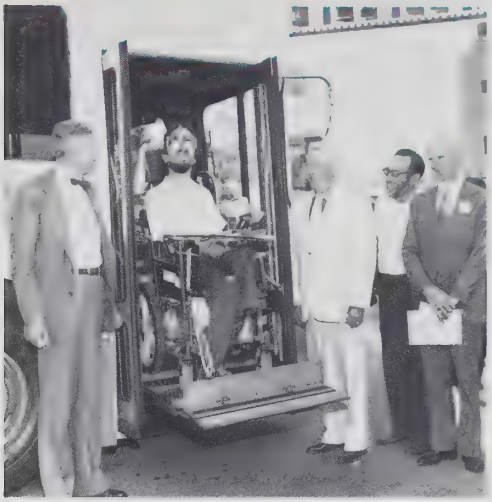
CAKE BREAK — The October 1 System-wide celebration included that mainstay of all such occasions — food. Among the calories dispensed at all divisions during the day were long line-ups of cakes like this, decorated for the two-decade salute.

The 20th anniversary celebration which began October 1 came to a festive conclusion at the October 15 Board of Directors meeting when the winners of the "Thank You" sweepstakes were drawn from among approximately 7,500 entries. First prize — the use (with up to 44 friends) of "a bus for a day" — went to Vicky Slaymaker of Alameda. A year's worth of free Monthly Passes went to 20 additional entrants, while 200 others won free November, 1980, Passes.

WINNING NAMES — Board President William E. Berk, along with other Directors, took a turn at pulling winning entries in the 20th anniversary sweepstakes.

REMEMBERING WHEN — Above, Driver B. R. McCaslin shows Director Jean Holmes and Driver Eugene Tinsley a model of the first bus that he drove when he joined Key System. Some patrons were too young to remember the old Key System logo appearing on two vintage buses restored for the celebration through the efforts of (right) Maintenance Department's Walter Sandoval, left, advised by Foreman Ernie Passarella, right, a Paint Shop veteran who remembers working on the old green-and-orange fleet before AC Transit's takeover in 1960.

First of 175 new buses arrive



"PEOPLE LIFT" — Berkeley resident Hale Zukas (above) appeared pleased with the performance of the elevator-type lift installed on the new Flyer bus. On hand at this first public demonstration of the device were (left to right) General Manager Robert E. Nisbet and District Directors Ray Rinehart, Roy Nakadegawa and William E. Berk. All 175 new Flyers feature the "People-lift", for wheelchair users and people using crutches and walkers.

SMART SIGNAGE — Director Ray Rinehart eyes the Flyer's electronic destination sign — a new traveler's aid that flashes an eye-catching sequence of messages signalling route number, destination and route by which the destination is reached. All 175 Flyer buses will have front and side electronic signs. And riders in a hurry to catch the right bus should appreciate the third sign being added to these buses: one showing route number on the rear of each vehicle.

Melodic signature will Announce shuttle buses

Next month's addition to downtown Oakland bus service will be a singular stand-out — coaches which will be pleasantly noticeable to the ear as well as the eye.

The new "Downtown Shuttle" will sport colorful murals reflecting a musical theme, and each bus will have a muted musical signature — pleasant walking music that will signal its approach.

Once in operation (after November 24), shuttle buses will run at 10-minute intervals midday via Broadway, First St., (the one-way couplet of) Oak/Madison streets, and 20th St., linking commercial and residential areas with city and county offices, BART stations, financial institutions around Kaiser center, and recreational facilities and establishments on the Embarcadero and at Lake Merritt.

APTA elects McDonnell

AC Transit Director John L. "Jack" McDonnell was elected to a second term as Chairman of the American Public Transit Association (APTA) at its annual convention in San Diego on October 6. APTA is the 2,000-member association representing public transit operations throughout the United States and Canada.

A member of AC Transit's policy-making Board since its formation in 1956, McDonnell represents Ward III, which includes Alameda, Piedmont, and parts of Oakland.

Newark gets top safety tally

Three divisions met September's safe driving goal, with Newark Division drivers taking the top spot with their tally of 39,772 miles per chargeable accident.

Thirty-third driver marks 25-year safety milestone.

CAKE MARKS MILESTONE — AC Transit's 33rd recipient of the 25-year Safe Driving Award — George Phillips — was honored for his accomplishment September 30 at Seminary Division. Helping him with the cake-cutting was wife Georgia. Phillips qualified as an operator in 1951 at Emeryville Division. He has been at Seminary Division since 1956. The Phillips family includes three children and four grandchildren.

Smile, riders, you May soon be seen Via candid cameras

As one step toward discouraging misbehavior and vandalism on District buses, 60 coaches will soon be equipped with surveillance cameras similar to those used in banks and retail stores.

Cost of cameras, installation, film and processing will be covered by an allocation from the Metropolitan Transportation Commission for the one-year security demonstration project. Other regional transit organizations plan to test-use similar surveillance installations.

Buses selected for camera installations will be those which operate over AC Transit routes where onboard incidents are most likely to occur. Other California transit operators which have reported very favorable results from the use of such surveillance systems include San Diego Transit Corporation and Fresno Municipal Transit.

THE COVER — AC Transit's two-decade birthday provided patrons, employees, and the public with a comparison of coaches, past and future. The past was represented by two vintage buses bearing the old Key System logo and color scheme (with one bus also featuring an interior photo graphic display). The future was represented by the newest addition to the AC Transit fleet — the first of 175 new Flyer buses which, for contrast, was displayed alongside a vintage coach in downtown Oakland (lower photo). Posing with a "golden oldie" coach were (left to right) Director John McDonnell, Director Roy Nakadegawa, Director Ray Rinehart, Assistant General Manager Larry Rosenberg, General Manager Robert Nisbet, Director Jean Holmes, Assistant General Manager Robert Shamoon, and Director William Berk.

Research and Planning, Finance add new staff members

WELCOMED ABOARD — Four new administrative staff members have assumed duties in General Office. In the left photo three planners confer over a Central Contra Costa service map in Research & Planning. They are (left to right) Eric Harris, Anita Winkler, and David Yazhari. Below, Stella Lassey tackles some of the detail work which characterizes her job as a grant accountant in Finance.

Energy, Transport Events help tell Of transit's role

TRANSIT TALK — AC Transit people took part in two October events pointing up public transit's key role in energy conservation. Above, Billy Bishop (Training) mans the display at the Moraga Energy Expo, which drew 3,000 persons, including Helen Rosenberg, center, wife of Assistant General Manager L. A. Rosenberg. Right, Cynthia Isom-Dorsey (PBX Information) offers data at San Francisco's Transportation Day.

Grant hearing scheduled

The public is invited to a November 12, 4 p.m., hearing on two AC Transit capital improvement applications.

One application to the Urban Mass Transportation Administration is for $26,435,395 to purchase buses and support equipment for use in the urban East Bay; the second application is for $1,660,150 to purchase buses and equipment to use in southern Alameda County.

Hearing site is 508 - 16th St., Oakland, third floor.

Want a Pass? Call BASS

It's even easier to buy an AC Transit Monthly Pass now that the Bay Area Seating Service (BASS) is offering the cards for sale by telephone.

Pass buyers may place orders by dialing BASS at 835-4343. BASS accepts telephone orders only from credit card holders, verifying each transaction while the buyer is still on the line and then sending the Pass by mail.

Passes available are an East Bay local Pass and three Transbay zonal Passes.

Three retirees die who had combined transit service of 100 years

Robert J. Ballard, 64, who retired in 1976 as an employment supervisor in Personnel, died September 14 at his home in Hayward. His transit service spanned nearly 36 years.

Ballard is survived by his widow, Marjorie; daughters Madrien, Louise, Lori and Nancy; and sons Chester and Jerry.

Chester MacArtney, 83, who was a Mechanic A at the time of his retirement in 1962, died September 16 while hospitalized in Hayward. At retirement, he had completed 31 years of service.

MacArtney, whose home was in San Leandro, is survived by his widow, Iris, and daughter, Adrienne Reed.

John Suydam, 65, who retired as a driver at Seminary Division in 1979, died September 18 while hospitalized in Hayward. Joining AC Transit's predecessor in 1945, Suydam completed more than 33 years of transit service.

Surviving are his widow, Marjorie, and son John Suydam, Jr.

Board Actions

(Continued from back page)

- Authorized General Manager to seek bids for a two-year demonstration project of a computerized run cutting and scheduling system, on motion of Director Fajans.
- Authorized General Manager to enter into agreement with Wilbur Smith & Associates to conduct an on-board survey in District 2, on motion of Director Fajans.

Governor notes top safety record

Newark Division employees celebrated a five-year all-time safety record on October 23, high-lighted by cabled congratulations from California Governor Edmund G. Brown, Jr.

The division recorded 60 consecutive months of beating the system-wide safe driving goal of 13,250 miles per chargeable accident. Their average: nearly 50,000 miles per mishap.

The time period measured extended from the opening of the Southern Alameda County facility in October, 1975, through September, 1980.

Brown's congratulatory telegram to Newark employees stated:

"I am pleased to extend my greetings to all of you celebrating 60 consecutive months of safe driving.

"In these energy-conscious days when more people use mass transit, achievements such as yours take on added importance. I commend the efforts of everybody—drivers, maintenance personnel, management—responsible for this remarkable safety record.

"Best wishes for continued safety on the road."

During the day of celebration employees were served breakfast and lunch in recognition of the achievement.

AC Transit operates 90 buses on 25 lines from Newark Division.

Monthly Pass patrons surveyed To aid inter-system planning

Users of the local $18 East Bay Monthly Pass and of the three Transbay Monthly Passes ($36, central zone; $45, Zone 2; $54, Zone 3) were invited this month to participate in a survey to compile data on the kinds of trips Pass-users make and the times of day and week that Passes are used.

This statistical information will be used by planners at AC Transit, San Francisco's MUNI, and Metropolitan Transportation Commission to design improvements in existing Pass programs and to facilitate future inter-system transfers.

NO FINANCIAL PAGE — Figures for revenue and service miles, which normally appear in this space, were not available at press time.

FOCUS: Transit People and Projects

TOP HONORS — Bus Driver Tom Huey took the top award in the "Mr. California Over Forty" competition at this year's State Fair. Even when driving a bus out of Emeryville Division, Huey habitually pays close attention to the regimen that results in his award-winning physical form. His lifestyle includes modest intake of healthy foods, neither smoking nor drinking (though he doesn't consider total abstinence necessary, as long as such habits aren't indulged to excess), and a carefully-executed program of body building and conditioning. He's worked 20 years at the healthy habits that led to this statewide recognition.

Actions of the Board

At a regular meeting September 10, the Board of Directors:

- Authorized travel of one representative to the First National Urban Mass Transportation Management Seminar in Human Resources Development at the University of Pennsylvania, held December 1-12, on motion of Director Bettencourt.
- Authorized General Manager to participate in joint procurement, with Regional Transit Association, of automotive filters, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting September 24, the Board of Directors:

- Rejected all bids received for joint procurement, with Regional Transit Association, of automotive shock absorbers, on motion of Director Rinehart.
- Awarded contract to Duncan Industries for furnishing fare collection equipment, subject to reduction of bid price by a specified amount; and authorized General Manager to issue change order for purchase of additional six vaults, on motion of Director Bettencourt.
- Adopted resolution authorizing filing of application with the Department of Transportation for a capital assistance grant and scheduled a November 12 public hearing in connection with the application, on motion of Director Fajans.
- Authorized General Manager to advertise and seek bids for 60 cameras required for a bus security demonstration project, on motion of Director Fajans (see story, pg. 5).
- Scheduled October 29 public hearing, to be held jointly with a Project Development Committee meeting, in connection with proposed service and fare adjustments, on motion of Director Fajans.
- Authorized General Manager to advertise and seek bids for retrofitting 36 buses with wheelchair lifts, subject to UMTA approval of specifications and bidding documents; and adopted resolution authorizing filing of application with Department of Transportation for an amendment related to the project, on motions of Director Fajans.
- Adopted resolution authorizing filing of application with Department of Transportation for a capital improvement grant and scheduled a November 12 public hearing on the matter, to be held jointly with FAU capital funding hearing, on motions of Director Fajans.

(Continued on page 6)

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JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

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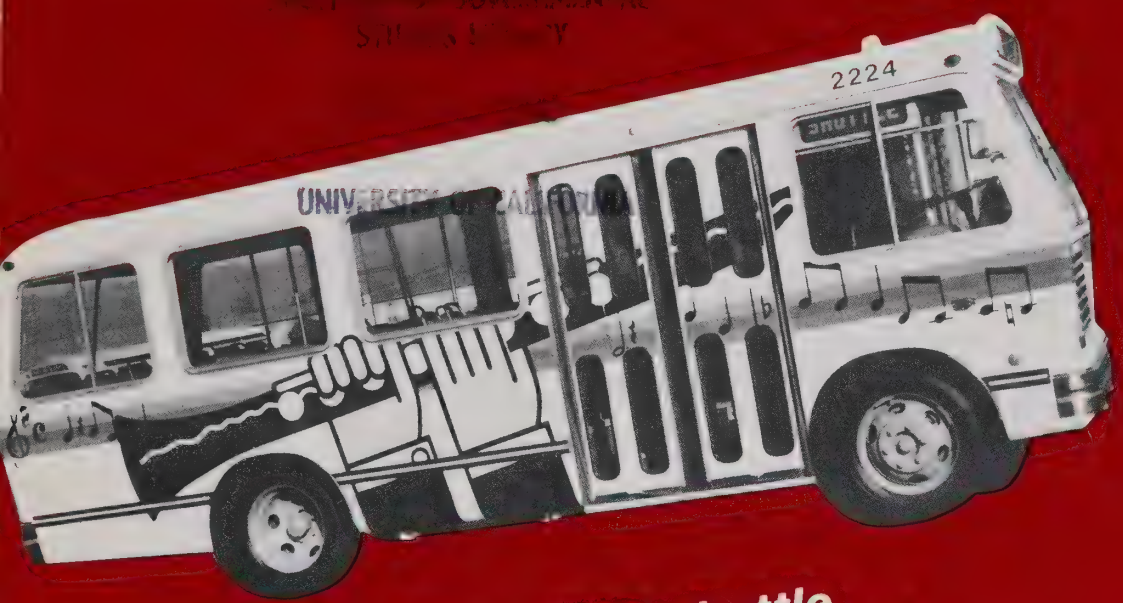

The handy little shuttle
With the Downtown sound

Our 'Stockholders' Write

As a participant in your recent "Thank You" Sweepstakes, I have received your congratulatory letter and my Monthly Pass for November.

I have been a rider of the System for a number of years — both local and transbay — and look forward to receiving your Monthly Pass for the next 11 months.

Thank you for the reliable service you have provided and for the opportunity to participate in your sweepstakes.

Dorothy Evans
Richmond

* * *

This short letter is just to say "thank you" for the AC Transit Monthly Pass that was sent to my home on October 20. This is one of the few times in my life that I have actually won something. I ride AC Transit quite often (twice daily; I do not drive). So, as you can see, this Pass will really come in handy for me. Not only will I be able to save a few dollars, but also a little time.

When I saw the letter in the mailbox I said to myself, "Oh, my God; I've won a bus". But when I read the letter I realized I'd won something much more valuable.

Marsha McNairy
Oakland

* * *

. . . With a great big "Thank You!"

Sincerely, one of the contest winners of one year's worth of bus Passes.

Marilyn D. Coulter
Oakland

I want to thank you and your company for the year's worth of Transbay Passes. When I sent in my card, I never dreamed I would win anything. You made my whole day a great one.

I've been a faithful rider for 13 years, going from Richmond to San Francisco and I think your company's the greatest.

Linda Smith
El Sobrante

* * *

Hats off to AC Transit!

Many, many thanks for our free Monthly Pass. It is greatly appreciated, especially in these days of inflation. Have been commuting to San Francisco for thirty years now. It's the only way to go.

K.G. Crowley
Alameda

* * *

In August my husband and I moved from San Francisco to Oakland. This was after much prompting on my part as my husband was convinced that commuting on the Bay Bridge would be a nightmare.

We commute most often on the C-H Express. I return at night on the V and 18. Your buses run precisely as scheduled. Drivers make an effort to assure themselves that all passengers have been boarded and seated before moving on. Every morning and afternoon we are greeted by a smile and friendly hello.

You offer the best advertisement for living in the East Bay.

Missie Morris
Oakland

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SEND-OFF — Readied by Maintenance personnel such as Sylvia Jones (left), the muraled mini-buses made their debut in ceremonies with Oakland Mayor Lionel Wilson and General Manager Robert E. Nisbet (right). The decidedly "upbeat" look and sound of the mini-coaches are a distinctive touch on downtown streets.

Tuneful transit

Colorful coaches make debut

A new, distinctly different service was launched in mid-month to meet a need for quick, easy, economical access to a wide variety of downtown Oakland destinations.

Inauguration of this shuttle service was marked by ceremonies in front of City Hall on Monday morning, November 24, with Oakland Mayor Lionel Wilson, plus other officials and friends of transit, taking part.

These "Downtown Oakland only" mini-buses feature a bright, colorful appearance, plus a cheerful, though muted, musical signature to tell potential riders that the coach is about to arrive. They are decorated with stylized musical instruments in vibrant colors selected to be distinctive on city streets.

On weekdays, they will ply a two-way loop (Broadway, Embarcadero, Oak/Madison Streets and 20th St.), with buses operating middays at ten-minute intervals between about 9:30 a.m. and 4:30 p.m. and at half-hour intervals during the early-morning and late afternoon commute periods.

The buses will accommodate all sorts of trips for a basic fare of 25 cents: lunch at Jack London Square and Jack London Village; shopping all day along Broadway; midday visits to Lake Merritt or the Oakland Library or Museum; quick trips to Laney College or Kaiser Center or to the Alameda County administrative offices.

A 50-cent, all day "Shop-Around Pass" also will be available to shuttle passengers, who can use it for unlimited rides on the shuttle itself and on all other AC Transit buses in Oakland's central business district, plus the ride home.

Riders taking a bus or BART to downtown Oakland may use a regular transfer to board the shuttle, but no transfers will be issued on board.

To market this new service, ensuring that the broadest possible spectrum of residents and visitors learn of its convenience, the System has called upon the promotional assistance of merchants and other Oakland agencies, institutions and organizations. Packets of informational materials have been widely distributed. Promotional window posters and counter cards, plus pocket timetables, also have been made available to blanket the downtown area with information on the new service.

Basic aim of the informational campaign is emphasizing that the new service truly is a thrifty, easy-to-use transit alternative and a cheerful and handy addition to the downtown Oakland scene.

Pocket timetables depicting the shuttle route, schedule, and the shuttle stops are available at the Customer Services Center, 508 16th St.

New post will facilitate info access

Getting effective patron information to the place where it's needed — in the hands of East Bay transit riders — is the primary duty of a newly-created position at AC Transit.

The new Customer Service Representative position is dedicated to that one duty: disseminating "How to use . . ." materials throughout the service area.

And the District's first fulltime traveling salesman, *Billy Bishop,* already has a schedule filled with a wide variety of activities:

Arranging "How to ride . . ." seminars at major traffic centers; getting the latest timetables and route maps to central locations throughout the East Bay; addressing an inquiring public at transportation and job fairs; and making door-to-door visits to introduce new bus service.

Bishop brings years of experience with AC Transit to this demanding new job. And as the demand for information continues to increase, more transit veterans will be joining him in this new capacity.

Each Customer Service Representative will have an extensive familiarity with District bus service and each will be equipped with timely information. The representatives will be working closely with other Marketing Department sections devoted to customer information: the Latham Square Building's lobby location of the Customer Services Center and the 11th floor locale of the newly-moved (from Emeryville) PBX Information Center.

Affirmative Action Plan Receives update, approval By AC District Directors

Providing equal employment opportunity to all, without regard to race, color, religion, sex, age or national origin, is a basic tenet of good management, according to the latest update of the District's Affirmative Action Plan.

This plan, just adopted by District Directors, reaffirms AC Transit's commitment to provide equal opportunity to all employees and all qualified job applicants.

The update includes specific provisions for accommodation, where appropriate, of handicapped persons. Vietnam-era veterans are another group recognized in affirmative action provisions.

Both plan and commitment are in accordance with federal and state Equal Employment Opportunity guidelines; and both focus on identifying job areas where some categories of people may be underutilized, with goals and timetables for achieving equal opportunity for all.

General Manager Robert E. Nisbet stated in summary that individual merit, including knowledge and ability, will be weighed in hiring and promotion, and the District definitely is "committed to achieving the stated goals and timetables and to undertake other actions enumerated in the Plan to implement its affirmative action efforts."

Directors adopt 1980-81 Budget of $86.4 million

The Board of Directors has adopted an $86.4 million budget for the current 1980-81 fiscal year.

The financial plan represents an increase of $10.3 million over fiscal year 1979-80 when the District spent $76.1 million to provide service within the 620-square-mile service area. Rises in projected expenditures stem from higher costs, including fuel, and increased service.

The projected operating budget of $86,351,138 will keep the District's fleet of 814 buses running in 40 communities throughout the East Bay and into San Francisco.

An additional 175 coaches are expected to be delivered this spring, helping to serve the more than six million riders who use AC Transit each month.

Yule music, greetings Salute patrons, public

CHEERY COACH — AC Transit's special "Holiday Express' began distributing good cheer, candy canes, and holiday music throughout the service area on the day after Thanksgiving. The special bus is painted and decorated each year by Maintenance as their salute to the holiday season. This year's theme is "Santa's Toyland", with the bus adorned with toy animals in a color scheme of red, green and white. The interior features green and red holly strands, and traditional holiday songs play softly. At stops throughout the service area, AC Transit's official Santa (Jim McCracken, treasury supervisor) and his helpers (lower left, JoAnn Ciccolo, Maintenance; and Macletus Watson, General Office) dispense good cheer and candy canes to adults and children alike. This is the 18th year that the District has operated a holiday-decorated bus to greet patrons and residents along regular revenue routes.

System files applications For bus purchase grants

AC Transit is seeking federal help in buying 151 new buses, plus several support vehicles, two-way radio installations, and fare-boxes.

Following a public hearing November 12, District Directors approved applications for federal assistance to fund purchases totalling about $28 million. If approved, the grants would enable AC Transit to go out to bid this Spring, with actual delivery expected in mid-1982.

Eighty percent of the total cost of the new equipment is being sought from the federal government, with the balance to be covered by local matching funds.

The additions would be used to replace some existing buses and to make possible additional service projected in the Five-Year Plan.

THE COVER — Geared to the mobility needs of all ages, the new downtown Oakland shuttle service received, appropriately, a send-off in which all ages participated, including Oakland Fairyland's current queen (lower photo) Melanie Bunjes. She was assisted in the ribbon-cutting by (left to right) William Berk, AC Transit Board President; Ray Rinehart, Director; William Bettencourt, Director; Joseph Bort, MTC Commissioner and Alameda County Supervisor; Lionel Wilson, Oakland's Mayor; Robert Taylor-Weber, representing Jack London Square merchants; AC Transit General Manager Robert E. Nisbet; and Directors Michael Fajans and John McDonnell. Barely visible at upper left of lower photo is Fairyland's dragon, another amiable booster of the new shuttle service.

Malinak enjoys new Tennessee home

(Ed. Note: Virginia B. Dennison, former Marketing Manager and a retiree herself since 1978, contributed this article on the retirement of her long-time associate in service to transit.)

The corn is in; the winter wheat has been planted. And Zada Malinak, who made a giant leap from a busy job as supervisor of PBX Information to a 108-acre farm in the backwoods of Tennessee, says she couldn't be happier.

Her quiet departure after 34 years of service caught everyone by surprise — there were no goodbyes or fuss.

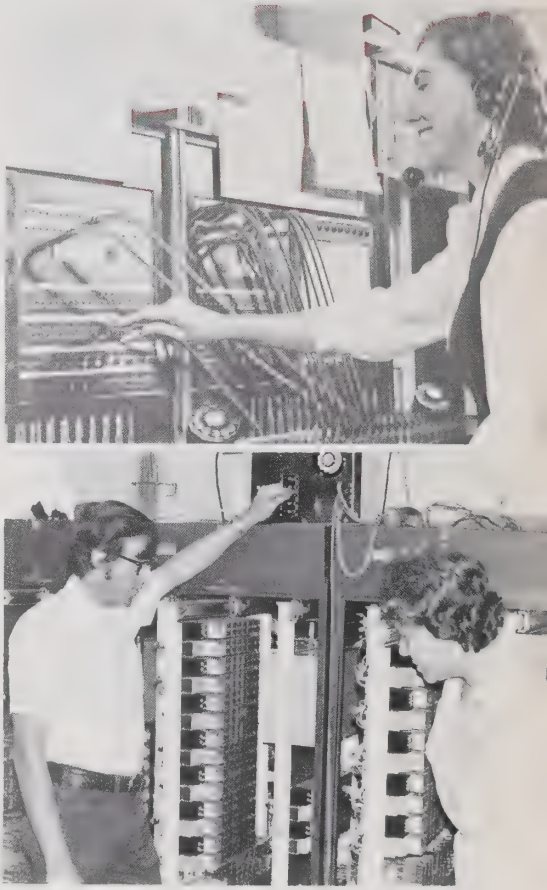
"I'm a very private person. I just had to leave that way," Zada says.

Her retirement wasn't totally unexpected, though, since Zada had talked of moving to a mobile home in Nevada, where she could look over the desert. But why a farm in Tennessee instead?

"Nevada just wasn't big enough. I finally decided to do something to please myself. I just love being lazy. And I can walk in the woods, I can walk through the fields. I can go fishing. I have a creek running through the farm and beautiful trees which are just beginning to turn color now."

Zada also has a new, modern house, with deck and patio, and a happy selection of nearby relatives: three aunts, two uncles and "lots of cousins". Her farm is eight miles from the small town of Finger, Tenn., and has the serenity and isolation important to Zada after the busy years of work which made her something of a legend in the transit industry — particularly for her help to other transit systems, Bay Area and nationwide, in improving or installing telephone communications systems.

Under her direction, AC Transit clerks became justly noted for their pleasant relations with customers and their ability to answer varied questions. For Zada, it was an around-the-clock job.



ELZADA MALINAK — Retiree is pictured (top) taking AC Transit's first call as the new System began operating October 1, 1960; and (above), in 1978, inspecting improved communication equipment set-up at Emeryville Division.

It all began when she went to work as a telephone operator at Key System on December 18, 1945. The Key had six or eight operators then.

There were strikes, the energy crisis, the move from Oakland to Emeryville that changed all the phone numbers, but Zada remembers the good and bad with acceptance.

"But, oh, it always was so busy. And you don't know how happy I am now, just doing what I want to do."

Varied leisure plans lure retirees

Reginald Botell

Frank Florence

Keeping busy in retirement is no problem for *Reginald Botell* who, after winding up a 26-year period of transit service, now finds more time to test his Bay sailing skills as captain of the family's 28-foot sloop "Adequate". He reports also that he's been working hard on once-neglected chores around his Castro Valley home since he retired as a central dispatcher, Emeryville Division.

Botell joined Key System as a driver in 1954, just two days after arriving in the Bay Area following a move from his native England, where he had worked as a corn chandler and, earlier, completed a seven-year stint of army service. After three years as a driver, he moved into positions as dispatcher and supervisor before joining Central Dispatch.

With two children still at home — Margaret, 16, and Patricia, 14½ — family matters are high on Botell's leisure life agenda. He and wife Doris also have two grown children, Reg and Stephanie.

New lifestyle

Frank Florence, former driver at Seminary Division, has made a dramatic switch in lifestyles: he has moved to the more rural reaches of Northern California — to Oakdale, specifically — where he is now involved in buying and selling cattle.

A retiree after 23 years of service, Florence — who came from Shoshone, Idaho — says he is merely following in a family tradition by taking up cattle raising. He describes Oakdale as "God's country. A place where you can get peace of mind". He has, in fact, so absorbed himself in his new life that he was retired for many months before he could be tracked down for an interview.

Of his driving career, Florence says, "I drove all the lines operating out of Seminary Division, and ended up mostly on the K and R Lines."

Outdoor pursuits

With a six-week trip to Canada already logged, *Arnold Lindsey* — retired as a dispatcher at Emeryville Division — looks forward to other leisure life activities, including the salmon fishing and hunting that he particularly enjoys.

When he was lured to the Bay Area from Canada nearly 20 years ago (he had relatives here), he switched driver's seats also — from long-haul Greyhound buses to AC Transit coaches. He was a driver for six months before becoming a dispatcher.

Lindsey's particular interest in Canada stems not only from his former residency but from the fact that he has two daughters — Barbara and Donna — and five grandchildren who live there. Another lure of Canadian trips, he says, is the fine opportunity for pheasant and deer hunting.

Joining Lindsey in retirement is wife Eva, formerly a railroad clerk. Their home base is Vallejo, where they've lived for the past 11 years.

Telephone info set-up Is moved for updating

AC Transit's telephone information center got an electronic facelifting early in December which is expected to yield much better information service to East Bay bus riders.

An efficient and dependable solid-state electronic telephone system was installed to replace current call-switching equipment. The telephone company scheduled the switch-over for a week-end when inconvenience to the public would be minimal.

The information system improvements will result in a change in operating hours of all District telephone systems:

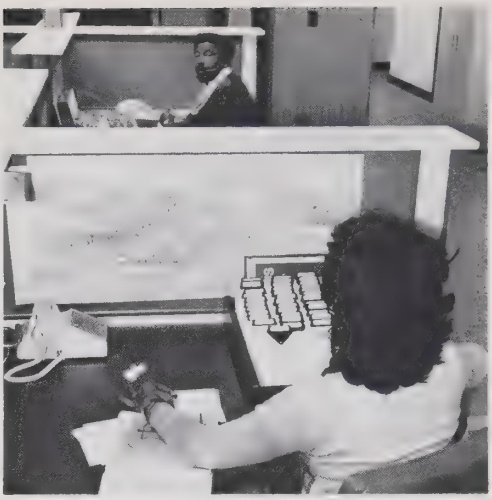
Transit information calls — to 653-3535, 582-3035, 232-5665, 754-4040, 797-6811 and 938-7654 — will be handled between 6 a.m. and midnight Monday through Saturday and between 7 a.m. and midnight Sundays.

Also, for the next few weeks, all business calls to the District's administrative telephone number — 654-7878 — can be handled only between the hours of 7 a.m. and 7 p.m. Monday through Friday (except holidays).

Board salutes home team

The business of setting policy for a bus system doesn't allow for too many light moments. One such rare moment came at the November 12 Board meeting of AC Transit's Board of Directors — the passage of a resolution welcoming and congratulating the new owners of the Oakland A's. Replete with a number of "whereas"-es and one obligatory "be it resolved", the resolution articulated the Board's view of the A's as "an integral part of the community served by AC Transit", representative of "the spirit of community cooperation and team effort" and of "group success through individual effort".

New owners of the A's are Walter A. Haas, Jr.; Walter J. Haas; and Roy Eisenhardt.



MOVING DAY — Information Clerks Carmel Garcia and Hobart Hornage were on duty in the new Information Center when the bells began to ring — signaling a swift transition to improved telephone equipment that speedily handles customers' calls.

Board Actions

(Continued from back page)

of Publicly Owned Transit Systems and in Nov. 19 CALTRANS Transit Management Assistance Workshop, both held in Santa Barbara, on motion of Director Rinehart.

- Approved 52 authorizations for additional personnel, on motion of Director Holmes.

Adopted operating budget of $86,351,138 for Fiscal Year 1980-81, on motion of Director Rinehart (see story, Pg. 4).

- Adopted resolution relating to negative declaration process following initial environmental study of proposed central bus maintenance and stores facility, and approved the facility project, on motion of Director McDonnell.
- Authorized General Manager to enter into option agreement and to arrange for soil analysis in connection with possible purchase of two properties, on motion of Director McDonnell.
- Adopted resolution welcoming and congratulating new owners of Oakland A's, on motion of Director Fajans.

Pass sales quadruple during year

More than 12,000 East Bay bus riders took advantage of the convenience of AC Transit's "show and go" Monthly Passes in October — a number nearly four times as great as a year ago when Passes were introduced.

About 7,000 riders purchased the October Monthly Passes which provided unlimited rides on all local bus service throughout the urban Easy Bay and in Fremont and Newark.

An additional 5,200 commuters purchased Transbay Monthly Passes, which offer the bonus of unlimited riding on local and Intercity Express routes throughout the East Bay during the month of validity.

These figures indicate that more and more bus patrons realize that Monthly Passes really do make bus riding easier, eliminating the need to carry change for exact fare and to handle transfers. Four different Passes are now available

Local Passes, at $18 a month, are sold at AC Transit's Customer Services office in Oakland, at the Transbay Transit Terminal in San Francisco, and from many East Bay supermarkets, including Consumers Co-op, Emby Foods, Lucky, and Safeway. Also, credit card holders may purchase Passes from BASS (Bay Area Seating Service) by calling 835-4343.

Transbay Monthly Passes — at $36, Zone 1; $45, Zone 2; and $54, Zone 3 — are available from AC Transit or BASS.

Six die who devoted working years to public transit

Dorothy D. Lewis, 70, who was a driver at Emeryville Division before she retired in 1972, died September 17 while hospitalized at Stanford. Before retirement, she had completed nearly three decades of transit service. Her home was in Berkeley.

She is survived by a son, Curtis G. DeHart.

Howard E. Shultz, 56, whose disability retirement occurred in 1974, died October 3 in Susanville. Schultz was a driver at Emeryville Division with 11 years of transit service at the time of his retirement.

Survivors include his widow, Eris, and 11 children — Tommie, Cassady, Sandy, Penny, Jackie, Pamela, Patti, Chantel, Cindy, Melita and Seana. The family home is in Susanville.

Jodie L. Vinson, 74, who was a driver at Richmond Division at the time of his retirement in 1973, died October 4 in Concord, where he made his home. His transit employment spanned 30 years and included serving as business agent for his union local from 1965 to 1967.

Survivors include his widow, Viola, and three children — James, Roger, and Virginia.

Louis A. Cooper, 86, whose transit service spanned 39 years, culminating in his retirement in 1969, died October 13 in Oakland. Though he retired as a building maintenance employee, he had previously "walked track" for many years as a Key System rail inspector. In this job, he "walked" the Bay Bridge from the day the first train crossed the span in 1939 until the last train made the trip in 1958.

Cooper leaves his widow, Celeste.

John A. Bernard, 85, who was a mechanic at Emeryville Division prior to his retirement in 1966, died October 18 in Oakland. At retirement he had completed almost 21 years of transit service. An Oakland resident, Bernard is survived by six children: Wilbur, Milton, Richard, Doloras, Jeanette, and John.

Glenn Eggers, 73, who retired in 1974 as a mechanic at Richmond Division, died October 31 in San Pablo. His transit service spanned 27 years.

A Richmond resident, Eggers leaves his widow, Mary, and two children: John and Mary.

New Employees

AC Transit welcomes these new workers

Raul Alvarez
Transportation
Seminary

Frank Avaloz
Transportation
Emeryville

Marvin Cabrera
Transportation
Seminary

Victor Flores
Transportation
Seminary

Dennis Forsberg
Maintenance
Seminary

Cynthia Ghoston
Transportation
Seminary

Margaret Hayes
Maintenance
Emeryville

Anthony Leon
Transportation
Emeryville

Carmelo Lopez
Transportation
Seminary

Arturo Ochoa
Transportation
Seminary

Herman Scott
Maintenance
Seminary

Margaret Taylor
Transportation Secretary
General Office

Raul Vela
Maintenance
Emeryville

Claudell Woods
Transportation
Seminary

AC Transit riders in Fremont and Newark participated in a federally-funded ridership survey conducted November 3 through November 9.

Statistical information garnered in the survey will aid in planning service improvements for Southern Alameda County patrons.

Information sought from area riders included distance traveled, methods of fare payment, extent of bus usage, and socioeconomic data.

Divisions meet safety goal

All divisions completed the first month of the holiday season — November — with full marks for meeting the safe-driving goal of 13,250 miles per chargeable accident. November's figures credit Newark Division with an average of 38,118 miles per chargeable mishap; Richmond, with 18,749 miles per incident; Emeryville, with 17,545 miles; and Seminary, with 14,895 miles.

FARE REVENUE-SERVICE MILES

Fare Revenue:	July 1980	July 1979	% Change
East Bay	$1,052,610	$898,054	17.2
Transbay	1,050,042	812,331	29.3
Fremont/Newark	33,967	27,878	21.8
Contract Services (1)			
BART Express	90,952	53,183	71.0
Concord	10,187	8,244	23.6
Pleasant Hill	1,654	1,584	4.4
Moraga/Orinda	6,654	3,349	98.7
Pittsburg/Antioch/ Brentwood	4,994	3,906	27.9
Total	$2,251,060	$1,808,529	24.5
Service Miles:			
East Bay	1,335,183	1,290,532	3.5
Transbay	720,761	677,289	6.4
Fremont/Newark	178,743	136,734	30.7
Contract Services (1)			
BART Express	213,341	205,406	3.9
Concord	56,247	53,402	5.3
Pleasant Hill	10,340	9,884	4.7
Moraga/Orinda	33,316	23,974	39.0
Pittsburg/Antioch/ Brentwood	37,004	38,865	9.3
Total	2,584,943	2,431,086	6.3

(1) Contract service to Pinole-Hercules-Rodeo-Crockett began Sept. 5, 1978. This service is extension of Line 78A; statistical data is included in East Bay.

FOCUS: Transit People and Projects

Golden milestone

Assistant Superintendent Les Minear, celebrating 50 years of service with AC Transit and predecessor companies, cut an anniversary cake (left) at a surprise celebration staged by some of his co-workers, including (right) Loren Ball, assistant transportation manager, and Elta Ball, Finance. Minear began as a collector on Key System trains November 18, 1930.

Actions of the Board

At an adjourned regular meeting October 15, the Board of Directors:

- Authorized General Manager to advertise and seek bids for printing route maps, on motion of Director Bettencourt.
- Authorized travel of one District representative to attend UMTA Seminar/Workshop in Equal Opportunity through Affirmative Action in Washington, D.C., October 20-23, on motion of Director Rinehart.
- Authorized travel of one District representative to attend annual Safety Congress in Chicago October 20-23, on motion of Director Rinehart.
- Authorized addition of nine permanent staff positions to Finance Department, on motion of Direction Rinehart.
- Authorized General Manager to lease additional warehousing space, on motion of Director McDonnell.

* * *

At an adjourned regular meeting October 29, the Board of Directors:

- Authorized sale of four surplus automobiles to highest bidder or bidders, with minimum acceptable figures established, on motion of Director Bettencourt.
- Referred bids for furnishing copy machines to management for evaluation, on motion of Director Rinehart.
- Granted travel authority for one District representative to study elderly and handicapped programs in Seattle, St. Louis and Denver, on motion of Director Fajans.
- Re-established Pension Plan contribution rates for Fiscal 1980-81, on motion of Director Rinehart.

Transit-Times

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Nathaniel A. Gage ..... Assistant General Manager for Finance
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Richard A. Fratus ..... Controller
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Richard W. Meier ..... Attorney for the District
Mike Mills ..... Marketing Manager
Stanley O. Pearce ..... Superintendent of Safety
Warren E. Robinson ..... Transportation Engineer
John W. Rose, Jr. ..... Affirmative Action Coordinator

- Adopted resolution establishing appropriations limit for tax proceeds for Fiscal 1980-81, on motion of Director Rinehart.
- Approved a series of service extensions and adjustments, on motion of Director Bettencourt.

* * *

At a regular meeting November 12, the Board of Directors:

- Rejected all bids received for joint procurement, with Regional Transit Association, of printing paper products, on motion of Director Bettencourt.
- Granted travel authority to Board members desiring to participate in Nov. 20-21 meeting of California Association

(Continued on page 8)

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